

## Ocelot's last fling

To the strains of "Auld Lang Syne" piped by Constable Andrew Brown of the Ministry of Defence Police, HMS Ocelot leaves Faslane for the last time.

The grand old lady of the 3rd Submarine Squadron,

first commissioned in 1964, was transferred to the Clyde Submarine Base from Gosport in 1980. She took part in a submarine shallow escape exercise this summer before making her final port visits to Antwerp and Hull.

Picture: LA(Phot) Richard Harvey.

# GOING FOR A GONG?

## Over 5,000 to get Gulf Medal

NAVAL personnel who served in nearly 40 RN and RFA vessels and with naval air squadrons in the Middle East and Eastern Mediterranean areas are among those eligible for the Gulf Medal 1990-91.

People who spent seven continuous days in the theatre of operations between January 16 and February 28 can also wear a distinguishing rosette on the ribbon or a clasp on the medal.

Following approval by the Queen of the medal's award, it will be issued as soon as possible, says a paper presented to Parliament by the Prime Minister. Upwards of 5,000 naval personnel are expected to qualify.

In general, the criteria for award of

the medal involves 30 days' continuous service between August 2 1990 and March 7 this year in a defined area. (For full details of qualifications and eligibility see page 18). There are also provisions for consideration of special cases.

While the names of most of the qualifying naval ships and units are clear,

several are under consideration and the list already prepared may not be the final one. In addition, there is the possibility of recognition for personnel who served in ships which arrived in the area after the conflict but were involved in hazardous operations such as mine clearance.

● Turn to page 28



# The magic word on Merlin

WESTLAND and IBM have won the competition to supply the EH101 Merlin, the next generation anti-submarine helicopter for the Royal Navy.

## Gulf steamers

As attention focussed again on the Gulf over new evidence of a secret Iraqi nuclear weapons programme, HMS Sheffield sailed from Portland, leading HMS Hermione and HMS Birmingham to relieve HMS Coventry, Scylla and Glasgow on the Armilla Patrol.

Meanwhile the last of the ships to see war service during the liberation of Kuwait returned home — HMS Hecla, which took over as headquarters ship for the minehunter task force from HMS Herald in February, was followed by HMS Brecon, Bicester and Brocklesby.

The decision was announced by Defence Secretary Mr. Tom King during the Royal Navy Equipment Exhibition at Portsmouth in September.

Announcement on the prime contractorship ends uncertainty over the future of the Anglo-Italian EH101 programme. MOD have indicated they intend to place a full production order by the end of 1991.

Value of the order, expected to involve 44 Merlins, is put at £1.5 billion, with the first due to go to trials in the mid-'90s and to enter service in the late '90s.

Being developed by Westland of Great Britain and Agusta of Italy, the EH101 has three versions — naval, utility and civil. All nine planned pre-production models are flying in Britain and Italy.

One of them landed on HMS Ark Royal for the RN Equipment Exhibition and on board

● Turn to back page





# All the fun of the fair

TORRENTIAL rain did not deter crowds from the Faslane Fair as hundreds of people turned up at Helensburgh car park to roll the dice, splat the rat and soak the sailor and buy endless cakes, candy floss, balloons and souvenirs to boost stall-holders' takings.

Displays were provided by the Royal Marines, USN Seals, MOD Police and dogs and the Helensburgh and District Pipe Band, who all battled bravely against the elements.

The takings from the afternoon, including sales of raffle tickets, will be split between several local and naval charities with the Yorkhill Children's Hospital Heart Scanner Appeal being the prime beneficiary.

## SSAFA training

WIVES wishing to gain an insight into all aspects of Service welfare, in addition to the support available from SSAFA, and who would like to attend a forthcoming Service Wives Course, are invited to contact the Training Dept., SSAFA Central Office, 19 Queen Elizabeth St., London SE1 2LP.

# Kids vote Hilsea a hit!



ENJOYING the sunshine at Hilsea Naval Community Centre "Playdayz '91" are children from Stamshaw, Hilsea, Paulsgrove and Farmside Gardens married quarters estates.

In all over 600 children attended the centre during the summer period where they were entertained with visits from the Fire Brigade, swimming trips, a sports day and a bouncy castle.

## 'Home and Dry' policy updated

THE "Home and Dry" insurance scheme, approved by MOD (Navy) and set up for officers and ratings to meet the many differing circumstances of naval personnel whether ashore in one's own home or quarter, on board ship or while on shore leave abroad, has been further updated and improved.

## Brothers in arms

A FAMILY reunion lay in store for brothers John and James McKnight when they turned up on the same day for training at HMS Collingwood.

LWEM(R) John McKnight, who served in HMS Gloucester on two Armilla patrols and who was also part of the guard of honour at Prince Andrew's wedding, reported for his Leading Hands course while AB James McKnight arrived to continue his artificer training.

The updated policy covers personal home contents and effects and, for those in married quarters, the Navy-owned contents, fixtures and fittings.

Free insurance cover up to £1 million will be provided for the policy holder and members of family residing with him to meet their liability at law in respect of occupiers' personal and employers' liability.

An occupier of a married quarter is responsible for damage to Navy property if the damage is caused through the negligence of the occupier or a member of his family.

## MQ licence

The "Home and Dry" policy is designed specifically to cover his liability under the conditions of the MQ licence.

Accidental damage (except to mattresses) is included without payment of additional premium. Damage not reported before out-muster is not covered.

There are different rates of premium for each type of quarter and two levels of cover, "furnished" and "unfurnished", for each type.

Standard cover rates for personal contents and effects of the home are based on the post code area in which the property is located.

Details and proposal forms for the updated scheme are being distributed to all ships and establishments, MQ offices and SAFAB.

## Family Life

# Wives offer helping hand

DURING the Gulf crisis the Naval Wives Service (NWS) in Portsmouth and Gosport provided a worthwhile and valuable service to many wives, in what was a time of great stress.

Now that life, for most families, is back to normal, the NWS's network of volunteers are still carrying on their work by offering information, contacts and assistance.

Run by wives for wives the service organises visits for families moving into married quarters in the area, visits which form the initial point of contact.

Always prepared to help out in a "neighbourly" way they can help with emergency child care, collect shopping or prescriptions or simply provide a friendly ear when one is needed.

## Toddler groups

Other work involves helping set up wives clubs, toddler groups and raising money for charity. Some funds to help in this area are available and they are always willing to listen to sensible suggestions.

NWS also works with other agencies to provide support for the community.

The community team is headed by Peter Crossley, the Naval Area Community Officer, with Estate Officers for the main married quarters — Dave Goodwin (Hilsea), Les Burden

(Eastney) and Peter Cook (Rowner).

Both Hilsea and Eastney have large, modern community centres with licensed bars, where various activities take place and Rowner is hoping to have its own centre, once again, in the near future.

In working with Family Services the NSW volunteers often help to relieve stress and worry and all of this work is undertaken in the strictest confidence.

They enjoy a good co-operative relationship with SAFAB which helps the naval community and between NWS, SAFAB and the Community Team they are always there to help, or put wives and families in touch with those who can.

NWS is not there to compete with SAFAB, who have the facts at their fingertips, or the Family Services, who are professionally trained, but try to complement their work with a friendly face and a helping hand.

A basic training course is available to volunteers if they wish to take it and anyone interested in helping out can contact the NWS at the numbers below.

A questionnaire is completed by each volunteer to ensure they are only asked to do things they are comfortable with and at times convenient to them.

● Naval Wives Service Officers can be found at — Portsmouth: Swiftsure Block, HMS Nelson (tel. 0705 820025); Gosport: 3 North Path, Rowner, Gosport (tel. 0705 580115).

## Sporting success

THE Trafalgar Day Children's Appeal benefitted by £2,000 thanks to the resounding success of the Second Submarine Squadron's Families Sports' Day at Keyham Sports Ground.

Events included a tug-o-war, an inter-squadron It's a Knock-out, fancy dress competition and a barbecue as well as various family races.

Sponsors of the sports' day were AFFAS (the Armed Forces Financial Advisory Service) and there to present the AFFAS trophy to the commanding officer of HMS Trenchant, Cdr. Sean Turner, was Miss Plymouth, Claire Reed.

# BEARING UP AT OSPREY



BEARS of all shapes and sizes turned up at Capt. Alistair Ross's residence at HMS Osprey for the fifth annual Teddy Bears Picnic for local naval playgroups in the Portland area.

## Family Services

The event, organised by Elaine Tanner of Portland Family Services, was attended by children and teddy bears from nine local playgroups and a good time was had by all.

A full morning's entertainment included swings, see-saws and a bouncy castle but highlight of the day was provided by children's entertainers "Doreen and David" with their magic act.



# Postcard from the edge . . .

THE day after Fleet Photographic Officer Lieut.-Cdr. Jane Grimley arrived in Moscow for the christening of Assistant Naval Attaché Lieut.-Cdr. Simon Lister's youngest child Kit, the Soviet Union seemed to be on the brink of catastrophe. As the hard-line junta made its takeover bid in the Kremlin and tanks poured into the city centre, her camera was busy recording history in the making. Later she sent Navy News her own eye-witness account of the short-lived coup that shook the world.

"The christening was held in St Anne's Church — the first Christian service to be held there for nearly 70 years. It had been boarded up most of that time, but had lately been used as a recording studio. The chaplain from Helsinki had flown in to officiate.

"In the evening I walked from the Listers' home to Red Square, I watched the guard change by Lenin's tomb at midnight, the dark square illuminated by the red stars that shine on the towers of the Kremlin. There was no hint outside of the meeting going on within.

"At 0600 a radio announcement was made that Gorbachev had stood down as President due to ill health and that a new government had been formed. The announcement was repeated throughout the day; all other radio channels had been silenced. But life in Moscow seemed to be going on as usual, and having already bought tickets to visit the Kremlin, I caught a tram with Mr Robert Avery, the senior Russian language instructor at Beaconsfield.

"We started a tour of the armoury and the palace apartments, a Soviet guide talking us through the history from the Tsars onwards. Then we wandered across Red Square to the adjacent cathedral square, where a huge crowd had gathered outside the cathedral. A Russian Orthodox service was being broadcast across the square while the crowds were filmed by Russian TV.

"At midday the side doors opened and dozens of bishops dressed in white followed by novice priests bearing candles and icons stepped into the crowd, chanting in unison. The crowd were singing and weeping, fired with emotion. The main doors banged open and the Patriarch, Alexei II, stepped into the sunshine. He preached from the steps about freedom and democracy.

"Half an hour later a platoon of soldiers ran up a sidewalk from the road to the square. We began to walk away from the crowd and attempted to get to the road. We had to force through a chain of soldiers linking arms across the road and then ran on to the pavement. As we did so, the first tank sped up the road towards the Kremlin. It was the first of about 50.

## Fear turned to anger

"The crowds on the pavement froze. As hastily abandoned trams and cars blocking the road finally brought the tanks to a halt, the people became restless. One man shouted out 'Fascists! Traitors!' and spat on a tank. In an instant the fear turned to anger. The crowds began to beat the tanks with their fists, shouting 'Traitor! Traitor!'

"The defiance of the soldiers turned to fear. Many of them looked confused and had their weapons held ready to fire. Two of them were dragged from their tanks into the crowd and the hatches were fastened on other vehicles as the scared troops awaited further orders.

"The crowd was surging up to Red Square. Mr Avery and I forced our way through in the opposite direction, trying to get to the comparative safety of the bridge. The air was charged with emotion and we sensed trouble. The bridge was spanned by tanks, their barrels all pointing towards the Kremlin.

"At 1410 a convoy of armoured personnel carriers drove across the bridge at high speed and straight up to the Kremlin gates — but they waited until the traffic lights changed before they moved into the heart of Moscow!

"Having left the crowds at Red Square we found ourselves in the midst of another throng gathering at the 'White House' Parliament. Yeltsin was standing on a balcony addressing the people through a loud hailer. The crowd were screaming his name and chanting Russian patriotic songs.

"Yeltsin disappeared from the balcony and minutes later walked from the doors of the building on to the top steps above the crowd. He walked down and was assisted on to the top of a tank by one of his soldiers, where he made a speech on the power of democracy. A Russian flag was flying from the rear of the tank — the first sign that some of the Army had not obeyed the orders of the coup.

"As we drove along chaotic, congested roads the next morning crowds of people were still arriving to hear Yeltsin, others having camped overnight on the pavements. Tanks had been rolling into the city overnight, their noise drowning all other sound of the normal bustle, and had parked up all the major roads leading from the centre. We still didn't know if we would be able to get out of the country by air.

"Eventually, safe arrival at the airport indicated that flights were going ahead but were very delayed, so we joined yet another crowd to wait out our turn for a flight out of a moment in history."

● See also Page 13



Above: Lieut.-Cdr. Jane Grimley.



Right: her camera catches the confusion among the Russian tank crews as they are challenged by angry crowds in Moscow.

## IN BRIEF

SECOND Sea Lord and Chief of Naval Personnel, Admiral Sir Michael Livesay, was the Guest of Honour at the summer term Passing Out Parade at Britannia Royal Naval College.

□ □ □

HMS BEAVER has rejoined the fleet with 33 new crew members from the WRNS, after an extensive nine-month refit in Devonport.

□ □ □

MOD Personnel and their families can now obtain substantial discounts on a wide range of top quality computers by contacting Sqn Ldr R. F. Blunden at the MOD, Whitehall (071 218 7478).

□ □ □

A WREATH has been laid in Dieppe in memory of the 550 naval casualties of the Dieppe Raid in 1942 by the Mayor of Newhaven, Mrs Jo Lewry.

□ □ □

THE key tally belonging to the issue room of HMS Airedale has been presented to the Airedale Beagles Hunt, 48 years after it was saved from the sinking ship by former Supply Petty Officer Norman Day.

□ □ □

FIRST Sea Lord and Chief of Naval Staff, Admiral Sir Julian Oswald was presented with an original piece of the steel armour plating from his old ship HMS Vanguard, when he visited the Institute of Naval Medicine.

□ □ □

GIBRALTAR'S Alameda Gardens will soon be transformed into a huge Botanical Garden covering seven hectares and containing rare flora from islands in the Atlantic and Mediterranean.

□ □ □

WREN Helen Freemantle was among nine young managers from major UK organisations who advised sixthformers on a management programme organised by the Careers Council, CRAC.

□ □ □

AN operatic production at Portsmouth's Theatre Royal was saved at the eleventh hour by personnel from HMS Collingwood who offered to build the set. They were: Lieutenant-Commander Peter Moran, WEA Apprentice Wigmore, POWEM(R) Merriman and WEA Apprentice Ward.

## Tournament totals

OVER 280,000 people attended this year's Royal Tournament, and a further estimated 4 million watched the action on television.

It is expected that over £100,000 will have been raised for Service charities.

Col. Iain Ferguson, Director of the Tournament, commented — "We are obviously delighted that so many people support the Tournament. It

is a highlight of the British summer season and an integral part of our heritage. The Royal Tournament is also of immense value to the British Forces as it raises money for Service charities and is a valuable PR and recruiting tool."

Next year's Tournament, the 102nd, will take place at Earls Court, London from 8-25 July, when it is the turn of the Royal Air Force to take the role of lead Service.

## Leeds Castle comes home

AFTER three years in the Falkland Islands the patrol ship HMS Leeds Castle is on her way home this month — via Brazil, Guyana, Trinidad and the Azores.

During her time down south she logged over 100,000 miles, undertook nine supply runs to the British military garrison and Antarctic Survey bases in South Georgia and was involved in many search and rescue missions and amphibious exercises.

Relieved by HMS Dunbarton Castle (see Page 5) she is now due for a major refit at her home port of Rosyth.

Both ships are veterans of the Falklands conflict of 1982.



## Taylor's made!

FIRST winner of the RN Sports Lottery's top prize was Steward John Taylor from HMV Britannia — seen here receiving his cheque for £2,000 from Armed Forces Minister Archie Hamilton, visiting Portsmouth last month.

The lottery has six weekly prizes ranging up from £75 and is open to all serving members of the RN and RM. All profits go back into Navy sport.

Applicants are limited to a maximum of three 75p tickets a week and must subscribe for a period of at least three months. Telephone HMS Temeraire on Portsmouth Naval Base extension 23806 for further details.

## MUSEUM PULLS OUT A PLUM

NELSON'S thumb-print adorns the Royal Naval Museum's latest addition to the Immortal Memory — well, maybe . . .

When the museum acquired a prayer book by Nelson to Lady Hamilton, the mark was found on the page carrying the famous Burial at Sea prayer — which Nelson, as a Captain on active service, must have read many times — so there's a good chance anyway.

The book was originally given to Nelson by one of his own first commanding officers, Captain William Locker, in 1777 and Nelson presented it to Lady Hamilton in 1799, a few months after they began their affair.

● The Royal Naval Museum became the most visited Service Museum in the country last year, with over 281,000 paying visitors. It also reached the Top Twenty of all admission-charging museums in the country, coming in at No 16.





# Drafty's back-room boys (and girls)

BEHIND every complex organisation there is usually a silent, invisible team picking up the loose ends, tidying up round the edges, and doing everything possible to ensure a smooth passage for the "Front men". In the case of Naval Drafting Division, this organisation is carried out by the Drafting Co-ordination Office, a title that describes admirably the very job the eight incumbents carry out.

It is this office that arranges Closed Drafting Periods to suit a ship's programme, co-ordinates drafting responses following major ship programme changes, promulgates the six monthly ERD reports to ships so they can plan accordingly (and can provide for shore establishments should they so wish), and oversees the distribution of draft orders.

## Service extended

All ratings on ES are administered in DCO's office by CPOWTR Peter Cornish — who has been in NDD since 1974 and doesn't have the wool pulled over his eyes on drafting matters. There are 328 ES ratings at present, the majority of whom are on engagements of multiples of 3 years. BR 8748 Article 0206 gives all the details. The future for ES is not so rosy; Options for Change is seeking eventual reductions but exact numbers are not yet known.



Great team — quiet — cheerful — always on top of the job!

## Security conscious Betty

Mrs Betty Bishop — with ever greater attention to security and appropriate clearances, Betty initiates PV and EPV clearances and reviews, produces NATO security certificates and maintains general contact between the drafting desks, RNVU and DNSY.

If you have a drafting problem and don't know where to address it, try DCO as a 'starter for ten' — there is little regarding drafting that the office doesn't know.

## THE DCO TEAM

DC0 — Lieut.-Cdr 'Fred' Patchett — Ext 2565  
DC1 — CPOWTR Peter Cornish — (Extended Service) — Ext 2567  
DC2 — A/WTR Peter Hurst — (Gopher) — Ext 2522  
DC3 — Mrs Liz Dean — (Courses) — Ext 2566  
DC4 — Mrs Betty Bishop (Security Vetting) — Ext 2569  
MOVO — Mrs Caroline Pattinson — (Travel) — Ext 2560  
CCB — LWTR Maria Southern — (Civilian Courses) — Ext 2532  
DOP — Mrs June Norris — (Draft Order Processing) — Ext 2522

## Drafty

## ...on the Co-ordinators



## Up, up and away

The RN's answer to Thomas Cook is Mrs Caroline Pattinson. She co-ordinates flights with SBC for all officers and ratings drafted abroad and initiates the necessary action with the Government Freight Agency for the movement of unaccompanied baggage. A font of all knowledge — but she does NOT write the rules nor arrange the return flights to UK.

## Small arms courses

Don't blame Mrs Liz Dean if you cannot get on a Tier 1 or Tier 2 course — there just are not enough courses available for the needs. In future, small ships and submarines will have priority and those ratings booked on a course prior to them going to a bigger ship may find themselves removed from course and their place taken by someone drafted to a small ship. Local training will have to be given to those in the bigger ships. Liz also co-ordinates the bookings for Leadership training, Firefighting courses and BSSC for those WRNS who volunteered for sea service in the first tranche.

## Who knows where?

Mrs June Norris does. Draft order processing is a mind bending job ensuring that the 500 plus draft orders issued by NDD every working day actually come out of the computer and are addressed to the correct destination with the correct additional documentation. Most of this is achieved by the computer alone — but there are 916 different schemes of complement and that's a lot of checking. It's a lot of paper too and NDD is trying to play its part in reducing the dependence upon paper. There will be less copies of draft orders produced and ships and establishments will have to make copies if they really need them. June would very much like to hear from you if any reader knows of a sensible way to reduce paper further.

## End of a long career

The Co-ordination team had, until July this year, been most ably led by Lieut.-Cdr. Jack Calam, an elder statesman by any standards.

Jack knew the drafting system inside out having been in Drafting Division since 1982. He will be very well known to many; he invariably fought the corner for all of Drafty's customers. He joined the RN in Oct 46 as a TD3, the forerunner of the UC branch, before it too disappeared. He had 27 jobs in 13 years as a rating and served in such splendid ships as Whirlwind, Jutland, Crossbow and Contest. He was a TASI on being promoted A/Sub.-Lieut. in April '59 at which time his pay became 40/- a day. Whatever people may think, things have improved. After promotion, he was TASO in Scorpion, Vigilant, Cleopatra, Falmouth and Ashanti before being First Lieutenant at Collingwood and RNC Greenwich.



A very brave face put on by Lieutenant Commander Jack Calam on his last day in uniform after 45 years service. With CPOWTR Peter Cornish, Betty Bishop, Liz Dean, Caroline Pattinson, Peter Hurst and the new DCO, Fred Patchett.

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### Facts and figures

**Pennant number:** P265.  
**Displacement:** 1,427 tons.  
**Length:** 81m. **Beam:** 11.5m.  
**Draught:** 3.6m. **Main machinery:** Two Ruston 12-cylinder diesel engines (5,640 brake horse-power), driving two controllable pitch propellers. **Speed:** 19.5 knots. **Range:** 10,000 miles at 12 knots. **Structure:** Design includes an ability to lay mines in war. **Operation:** Operates under Commodore Minor War Vessels.

A CLOVEN rock, the cleft filled with a golden portcullis, is pictured on the badge of HMS Dumbarton Castle, with a sword and a sceptre superimposed. Dumbarton Castle stands on a rocky eminence above the River Clyde. The sword and sceptre are taken from the Royal Crest of Scotland and are significant of the castle's royal associations.

**Left:** HMS Dumbarton Castle leaves Rosyth for the South Atlantic.

Picture: courtesy of the Dundee Courier.

# Dumbarton Castle holds the fort on Falklands Patrol

ROSYTH said farewell to HMS Dumbarton Castle on August 5 as she sailed from her base port for a three-year deployment on Falklands Patrol. Relieving her sister ship, HMS Leeds Castle, her presence is the naval contribution towards the tri-Service commitment to the region since the Falklands War of 1982.

But the Dumbarton Castle's ship's company will not be away from home as long as the offshore patrol vessel herself. Its members will change every four to six months according to rank or rate.

Normally complemented with a ship's company of 45 — six officers and 39 ratings — for this deployment the Dumbarton Castle has a company of 52. Accommodation is good, with junior ratings sleeping in four or six-berth cabins. There are also two large recreation spaces on board; fitted with television, video, radio and hi-fi equipment.

An Offshore Patrol Vessel Mark 2, HMS Dumbarton Castle was built by Hall Russell Ltd. of Aberdeen, launched on June 3 1981 and accepted into service by the Royal Navy on March 9 the following year.

### Anti-terrorist

Her main role is the protection of the United Kingdom's offshore assets, including our oil and gas installations and fisheries out to the 200-mile limit. She can temporarily accommodate 25 Royal Marines should they be required for anti-terrorist operations in the oilfields.

She is armed with a Lawrence Scott 30mm automatic gun and general purpose machine guns, and carries two Avon Searider high speed craft for inspection boardings.

Equipped to operate all types of helicopter currently in ser-

vice with the Royal Navy, HMS Dumbarton Castle is also fitted with a sophisticated navigation and tracking system to locate and intercept other vessels.

### Oil slicks

As well as that, she has been enhanced with additional sensors and decoys to defend herself in time of war. She also carries detergent spraying equipment for the dispersal of oil slicks within the United Kingdom Exclusive Economic Zone.

Within a month of being commissioned on March 26 1982 HMS Dumbarton Castle sailed for the South Atlantic as the newest ship and one of the smallest to join the Falklands Task Force. She was employed as Ascension Island Guardship, during which time the Argentine South Georgia commander, Lieut.-Cdr. Alfredo Astiz was held on board.

Two despatch runs were made to the Task Force, the Falklands and South Georgia with stores, mail and passengers. In 114 days deploy-

ment, the Dumbarton Castle steamed 28,348 miles and

earned the battle honour Falkland Islands 1982.

## STRIKE WITH THE FRENCH AND GERMANS

TWO previous ships to have served with the Royal Navy have borne the name Dumbarton Castle. The first was a sixth rate frigate which saw action against the French early in the 18th Century.

Originally of the Scots Navy, she was added to the list of the Royal Navy in 1707. On April 26 the following year she was captured by the French 44-gun privateer *Le Jersey* off Waterford, while engaged on convoy duty.

The second ship of the name was a Castle class corvette built at Dundee in 1944. She spent most of the

war in the North Atlantic, employed in anti-submarine operations against the German U-boats and earned the battle honour *Atlantic 1944-45*.

After the war she was engaged for a while in air-sea rescue duties before going into the Reserve in 1946 and subsequently being sold for scrap.

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NN/10/91

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# If anyone deserves mangling . . .

SUB-LIEUT. R. Snoddon of HMS Edinburgh's plan to do away with the Chinese laundry and substitute sea-going Wrens in the dhoby role produced a fair-sized postbag. We thought it would . . .

WITH ref to the "To the mangle born" letter, could I put in a request to the ship's company of HMS Edinburgh and the accompanying squad of WRNS for a privileged seat to watch the flogging, hanging and quartering of Sub-Lieut. Snoddon?

If he thinks we grannies, particularly ex Jennys of World War II, want our girls doing the smalls for such as he, he will deserve this fate.

I haven't laughed so well for a long time . . . — J. Knight, Wigston Magna, Leicester.

□ □ □

I READ with interest Sub-Lieut. Snoddon's letter about laundries onboard ships and his idea of suitable employment

**LETTERS to the Editor:** should always be accompanied by the correspondent's name and address, not necessarily for publication.

for WRNS.

I have the task of giving new entry WRNS their initial lecture on the standards the Navy expect from them. What do you say, Sub-Lieut. Snoddon — have you the courage of your convictions to come and address 50 intelligent and articulate young girls on your view of what the role of the WRNS at sea should be?

Not all ships had Chinese laundry crew in the past, by the way. A Laundry School existed at HMS Drake to teach sailors how to operate washing machines, presses and the like. Their efforts were rewarded with a suitable remuneration and the Welfare Fund also enjoyed an additional source of income. — CWSA H. Pickett, HMS Raleigh.

□ □ □

IN REPLY to Sub-Lieut. Snoddon's letter on the employment of laundry Wrens, the consensus of opinion here at Warrior is that it's a good idea.

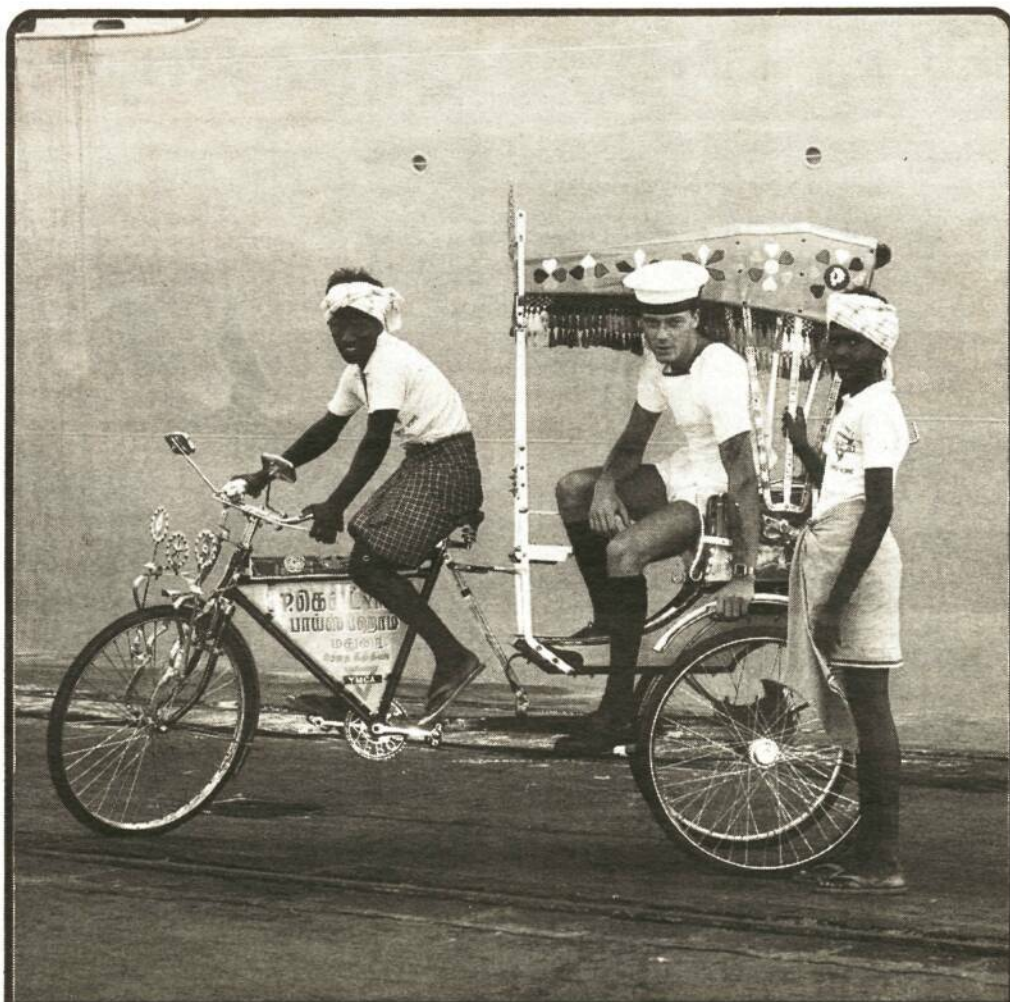
However, Wrens should not be PRESSED into the service — it should be done on a voluntary basis. A suggested branch title is Wren (DW) — Dhoby Wallah — with a branch badge of crossed ironing boards for basic DWs and irons for proficiency.

There would be a need for adquals of steam or dry trained and selection would follow an aptitude test to include button design transfer to back of shirt and compulsory tram lines. — Sub-Lieut. A. Buckingham, WRNS, HQ C-in-C Fleet.

□ □ □

IF Sub-Lieut. Snoddon wants to end the Chinese laundry monopoly, perhaps he could do all the Wardroom's dhoby by himself and earn a few bob.

But if the Chinese laundry is replaced, how do the stewards get free dhoby? A certain First Sea Lord used to wear plenty of ratings' kit. — J. Pemberton, ex L/STD, Luton, Beds.



## Victor seeks his fare

I WAS working for the YMCA, Madurai in South India in 1986 when I managed to persuade HMS Illustrious to ship two tricycle rickshaws to Portsmouth, to be used for sponsored rides for the Indian Boys Home.

I brought them to the ship at Bombay with three of the boys — including Victor Sangiliraj, the home's "puller" (driver), pictured here on the dockside with one of the Ship's Company he took for a ride around the Docks.

I now act as a sponsor and guardian for Victor, who is about to start his second year HND in computer software engineering at Hatfield Polytechnic. An enthusiastic reader of Navy News, he is now anxious to make contact with the young sailor in the picture. Perhaps some of his shipmates may recognise him? — D. A. Grant, Harbourmaster, Chelsea.



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JACK

BY TUGS



NN

## Letters

NN

# Why the five year bar on resale?

THERE is no doubt that the scheme for purchasing ex-married quarters at discount prices is a fair system, especially as regards the eligibility and the selection process.

However, while council tenants have the chance to purchase the house they live in, they have to live in it for only three years before selling *without* having to repay the council any of the profit they might have made.

But, as usual, MOD is different, if you purchase an ex-married quarter, you have to live in it for five years before you can sell without having to pay in

FULL the difference between purchase price and selling price (less any improvements you might have made).

Is it not time for MOD to

reconsider this time difference and drop it in line with council tenants, especially as manpower cuts in all three Services are being made and more and more married quarters are being put up for sale? — M. Davis, CRS, HQ CINCIBERLANT.

Commenting on the Chief's suggestion, MOD said the scheme to sell surplus married quarters to Service personnel at a discount was introduced as part of the Government's policy to promote home ownership among Service personnel.

"It is quite separate from the 'right to buy' scheme for council tenants, introduced by the 1980 Housing Act. This Act gives council tenants the opportunity to purchase from their Local Authority landlord the property they occupy.

"On the other hand, Service personnel are afforded the opportunity to apply to purchase surplus MQs by virtue of their employment and not because of any landlord/tenant relationship.

"When the scheme was introduced the Inland Revenue quite legitimately took the view that the discount was a benefit passed from employer to employee and thus liable for tax. It was agreed that a tax liability would not arise if the amount of discount did not exceed 30 per cent and provided the Service purchaser did not sell the property within five years.

"Any increase in the percentage discount would lead to an increase in the time bar on resale; conversely, any reduction in the time bar would result in a decrease in the amount of discount which would be offered.

## No sterling service

YESTERDAY I visited the Naafi Club at Button Bay, Cyprus, and asked for a bottle of beer. To my astonishment they refused to accept Sterling.

Surely in a Sovereign base it should be the only money accepted. Also later, when another member of the ship's company offer US money, it was accepted. Just what are

Naafi playing at? — L. H. G. Bailey, RFA Resource.

In reply Naafi said the only currency which they would normally accept in Cyprus, in both Sovereign base areas and retained sites, was Cypriot pounds.

"However, in recognition of the fact that passengers passing through RAF Akrotiri will often hold foreign currencies, our air terminal shop accepts Canadian and US dollars, Sterling and Deutschmarks in payment of goods.

"The parent club of the sub-bar service is the Peninsula Club, RAF Akrotiri, which also administers the Button Bay sub-bar. The main JRC offers an exchange facility for the four stated currencies.

"However, in response to recent demand we have, from August 9, started to accept foreign currencies in payment of goods purchased at Buttons Bay."

## Dock died under us

DURING the Second World War I was serving as a torpedo-man on board HMS Valiant with the Eastern Fleet. We had just got back from bombarding the Japs at Sabang and returned to our base at Trinco.

In there was a large new floating dock. We went in for repairs during the morning, and just after 9pm the dock broke its back, and sank under us, damaging our bows and stern. Next morning there was nothing to be seen of the dock, not even a bit of wood or tin.

I have never seen or heard a word of this from that day to this, and have often wondered if the dock was salvaged after the war or is she still on the bottom? — D. Bott, Redditch, Worcs.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

# Let's have a fair shake for foreign billets

AS a single member of the RN I am at a loss as to how or why Drafty sorts out our drafts.

If I am drafted to the Falklands or a ship I remain on that draft for the same amount of time as any of my married counterparts. If, as in my case, I am fortunate enough to be drafted foreign, then why am I given only 18 months when my married counterpart is drafted for two-and-a-half years?

I realise that some single people wish to be separated for only 18 months but surely they should at least be given the option. I am sure it would ease Drafty's problems and save a great deal in LOA as a single person is paid substantially less than a married man. — R. L. Payne, MAA, HMS Rooke.

HMS Centurion said the rules were explained in BR 14, held by all ships and establishments.

"This is written with the individual Serviceman's interests in mind and imposes strict guidelines on Drafty to ensure equal treatment for all and to ensure that conditions of service are not breached merely for Drafty's convenience.

## Option

"Article 0414 and Annex 4A refer specifically to the point raised in the letter regarding lengths of drafts and, as is explained, ALL LFS drafts are for a period of 18 months. The article goes on to explain that where an individual wishes to be accompanied the ERD can be amended to give two-and-a-half years in post, this is an option open to the individual.

"Almost without exception there are further conditions stipulated for LFS drafts, either governing whether the individual must or must not be accompanied, the Falklands and Diego Garcia being prime examples, and also cover the particular facilities at the foreign station, such as education, medical services available. The detail is contained in Annex 4A to Article 0414. Further considerations may be imposed by the host country in their agreement with UK authorities.

"Financial aspects of LFS are dealt with by MOD and in general are covered in the exchange agreement between governments.

"Your correspondent, and any other reader interested in volunteering for LFS, should study the BR to determine whether their particular circumstances suit the conditions of service in the area for which they wish to volunteer. But LFS billets are rare — and much in demand."

## Petty to pick on padres

THE changes announced for the RNR Branch structure include disbandment of 11 branches, some of which are perhaps justified.

I can't speak for all of them but surely it is petty to axe the Chaplains Branch, as there are only about ten of them in the whole of the RNR anyway. I can assure you that we in HMS Eaglet really value our pastoral help.

Cuts are about saving money but surely they have to be justified in terms of operational efficiency. How then can it be justified disbanding the Stewards Branch when it has a seagoing billet in RNR 'sweepers'?

## Reasoned

Sensible and reasoned cuts we have to accept, just like the RN, but I don't think picking off Chaplains and Stewards in the RNR falls into either category. — G. Liddy, LSTD, HMS Eaglet, Mersey Division, RNR.

AS an ex-matelot (1952-65) and a long-serving member of the RNR "Posties" (until last year when I reached the age limit), may I express how utterly gutted I feel, as I'm sure do all other members of the whole RNR.

The savings made by this action must be a drop in the ocean. These lads and lasses, like myself, were willing to give up their own time and very often leave from civilian employers. — A. Bobby, Mansfield, Notts.

## APPEALING TO ALL AGE GROUPS

THE year 1991 is one when echoes of the Gulf War and stories of difficulties caused by a reduction in the size of our forces make the work of the Poppy Appeal even more poignant.

The Gulf War was the latest of some 75 "peacetime" conflicts since 1945. Each one has created untold suffering and misery. These Servicemen, their wives and children have sacrificed must to preserve world peace and freedom. Today it is the role of the Poppy Appeal to help and care for them in their time of need. This care touches all age groups and not only war veterans of the Second World War and before.

But the Poppy Appeal's greatest immediate commitment is for the tens of thousands of Second World War veterans and their dependants numbering hundreds of thousands. Their early years were spent fighting for the freedoms we enjoy in Britain today. As they reach the later stages of their lives they are turning to the Poppy Appeal for help in ever increasing numbers.

Some 18 million people are eligible for help from the Poppy Appeal. Over 100,000 were given assistance last year. Benevolent and welfare services given by the Poppy Appeal include residential care, pensions advice and finding employment for ex-Service people starting life on civvy street.

## Holidays

However, this is just a small part of the work which directly addresses the needs of so many people in this country. Other services include holidays for disabled people, hospital visits to the long term sick and pilgrimages. Last year, 850 widows and loved ones were taken to 141 cemeteries in countries as close as France and as distant as the Far East.

In 1990 £12.8 million was raised, which shows that even during these difficult times the British public will not let the Poppy Appeal down. It is a British institution — universally recognised and respected. Tremendous public support from the knowledge that the Poppy Appeal is a cost effective charity — 92 pence in every pound donated goes directly to meet the particular needs of the ex-Service community.

So this year, when house-to-house collections begin on October 28 and street collections are held on Saturday, November 9, we are being asked to "Remember the dead, but don't forget the living". The Poppy Appeal remembers both. — I. P. Cannell, Chairman of Appeal, Royal British Legion, Aylesford, Kent.

**NN Navy News**

No. 447 38th year

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# Seamanship in one volume

A NEW-edition Seaman-ship Manual, now under way, is intended for the Royal Navy's Seamen specialists and will be devoted primarily to naval seamanship, equipment and procedures.

It will concentrate the sources of information on seamanship subjects and make it possible to reduce the number of technical BRs that have to be referred to. It is expected to be issued as a single looseleaf volume of about 800 pages in a pillar binder.

The new publication will be a radical revision of the Admiralty Manual of Seamanship which, in its present form, consists of four volumes covering navigational and general naval knowledge subjects as well as seamanship.

In addition there will be a smaller, soft-backed book, entitled the Seamanship Handbook, to provide officers and ratings of all branches with a straightforward textbook on seamanship evolutions. This will be a readily accessible reference book for these evolutions.

Meanwhile, shiphandling, comments on the collision regulations and other navigational subjects covered in the present Admiralty Manual of Seamanship, Vols. 1 and 2, will be contained in an appropriate vol-

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

ume of the navigation manual.

Items of general naval knowledge will appear in a separate soft-backed publication, with a wide distribution, to replace the outdated contents of the Naval Ratings Handbook and some elements of the Admiralty Manual of Seamanship, Vol 1.

DCI(RN) 209/91

## Trenchant topics

DETAILS are given of the 1991 Trench Gascoigne Prize Essay competition, sponsored by the Royal United Services Institute for Defence Studies and aimed to encourage writing on defence and the military sciences, particularly by serving officers and those under 30. Prizes of up to £250 may be awarded annually.

In the 1990 competition the award for the best contribution from an author under 30 went to Lieut. L. V. Say, WRNS, for her essay "Perestroika in the Soviet Armed Forces — much ado about nothing?"

DCI(Gen) announcement dated Aug. 2

## Recognition for Writers

A 1990 announcement listed the civilian organisations which recognise Supply and Secretariat ratings' training and grant qualifications as a result.

A new DCI clarifies the circumstances under which qualifications are awarded to members of the Writer Branch and provides details of an additional scheme provided by the Institute of Financial Accountants/International Association of Book-Keepers.

DCI(RN) 194/91

## Keep your powder dry

HOW long is the ammo safe? An announcement gives the specified storage lives and operational lives governing bombs, pyrotechnics, rockets, demolition stores, mine countermeasures stores, military stores and ammunition, and aircraft power/safety cartridge.

DCI(RN) 188/91

## Get Wise on DCIs

### Changes in principle

AS reported in last month's edition, a new edition is published of BR 32, Management in the Royal Navy. It is intended as a reference book on management principles for use within the Naval Service and supports the principles of the underlying New Management Strategy.

The announcement, which provides details on distribution of BR 32, says senior managers are to ensure that the principles it contains are rigorously applied to all levels.

DCI(RN) 177/91

### Welfare wisdom

A WIDE variety of courses held at Amport House, Andover, Hants, are designed to meet the needs of personnel of all the Services.

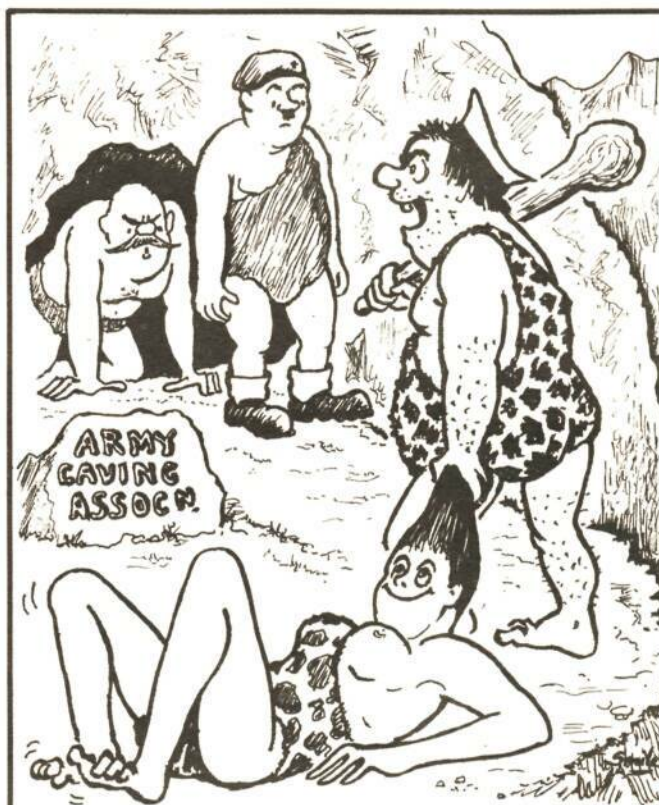
The courses include welfare counselling, a special welfare seminar on bereavement and loss, church music, special lay training, Sunday School teachers, alcohol management, financial management, and lay ministry.

DCI(RN) 182/91

### No discount at Droggies

THE concession whereby Service personnel may purchase Admiralty charts and nautical publications from the Hydrographic Office at 25 per cent. discount on normal retail prices has now been discontinued.

DCI(Gen) 166/91



## Holed in one

THE role of the Army Caving Association has evolved and developed considerably since its founding in 1977 and membership is open to serving and former members of all three Services.

An increasing number of RN and RAF personnel have joined but there is now a need for the association's title to be changed to reflect more clearly its tri-Service role.

Detailed changes in the constitution are to be proposed at the annual general meeting in November; meanwhile the title is now changed to Combined Services Caving Association (CSCA).

DCI(JS) 64/91

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# Listening bank for sonar skills?

CROSS-training in both active and passive sonar techniques is to be introduced for all OPs (Sonar) rating levels over a two-year period from April 1, 1992.

This follows successes in Seaman(Sonar) cross-training career course training, a Leading Seaman(Sonar) trial, introduction of better passive capabilities in hull-mounted sonars, together with increasing numbers of towed-array fitted ships, and the need to solve branch structural problems at senior rate level.

Seamen(Sonar) ratings drafted to towed-array ships have been successfully cross-trained since 1988, and results of the Leading Seaman trial showed that expansion of the scheme was viable.

At the same time Petty Officer Seaman(Sonar) arriving for career course were canvassed for reaction, with the majority considering cross-training to be the way ahead, but that training from S(S) level was necessary to ensure satisfactory standards were maintained at senior rate level.

Some felt that, given sufficient additional training to boost knowledge in both active and passive sonar disciplines, an adequate standard could be attained.

The announcement provides details of future arrangements for the written provisional examination, text books and career training. Senior rates qualified in one discipline may volunteer to cross-train. They will be required to complete the foundation and career modules of the new discipline.

Sonarmen completing a cross-training course are to be employed on all sonar suites in their ships to ensure skill levels are retained.

DCI(RN) 158/91

## 'Climate of change' tour

THE Second Sea Lord's Personnel Liaison Team presents and explains current Navy Board policy on personnel matters to RN ships and establishments.

On visits to units they make a formal presentation on relevant policies to officers, senior ratings and leading hands, and there is a discussion period. Through this medium much information is fed back from the "sharp end" to the Navy Board.

Over a two-year programme the team aims to visit all ships and establishments by conducting six tours each year. More frequent visits may be possible

where the requirement exists. "With the current climate of change and fast-moving issues, this healthy dialogue is of particular importance to both the Navy Board and ships' companies," says the announcement which adds that where a ship or establishment considers an early visit may be beneficial they may request a presentation.

DCI(RN) 193/91

## Letters to Australia

THE Peter Mitchell Trust Essay competition (RN/RAN) is open to all full-time and reserve members of the British Commonwealth navies of commander rank or below.

Full details of subjects, prizes and entries (which have to be submitted to Australia) are contained in the announcement.

In the 1990 competition Cdr. R. A. Cotton, RN, was awarded second prize in Group 4 of the competition, and CPO F. W. Owen third prize in Group 3.

DCI(RN) 203/91

## Historic success

WINNER of the 1990 Naval History Prize, £200 and certificate of merit was Lieut.-Cdr. M. D. R. Kelly.

Aim of the competition is to encourage naval personnel to take an interest in naval history, and officers and ratings can enter.

Details of the 1991 competi-

tion are given, including topics and suggested book reading. The subject choices cover the Admiralty and technology in the 19th century; the Battle of Jutland; and the Gulf War and seapower.

DCI(RN) 204 and 205/91

## Cash for inventors

THE following awards for inventions and suggestions have been made by the Herbert Lott Inventions Trust Fund Committee:

PO D. Treweel, £365; CPOAEA(M)s M. Derrick and P. Smith, £260; POAEA(M)s A. J. Barrett and M. A. J. Barnard, £220; PO(SE) C. H. Towell, £255; CPOWEA N. P. Reynolds, £225; WOMEA(L) G. G. Love, £345; LACCWEA S. T. Herridge, £290; WO(R) A. N. Murchie, £270; WO(D) C. A. Kidman, £275; Lieut. L. Richmond, £415; PO(S)(SM) G. M. Heningham, £335.

DCI(RN) announcement dated Aug. 16

## Fair yield for training

ALL training Returns of Service have to be served consecutively. But the ROS linked to payment of bonuses, awarded under the terms of the recently-introduced officers' bonus scheme, can be served concurrently with any outstanding training ROS.

The reason for the difference is that ROS for training received is to get a fair yield for the training investment made in an officer, while that for the bonus scheme is aimed at achieving retention at a key point in an officer's career.

DCI(RN) 163/91

## Comms cut a corner

THE rules governing promotion for sideways entrants into the Communications Technician Branch have recently been reviewed. Agreement has been reached in favour of allowing Communications Technician ratings to be promoted to petty officer in their source branch while under training in the CT branch as sideways entry

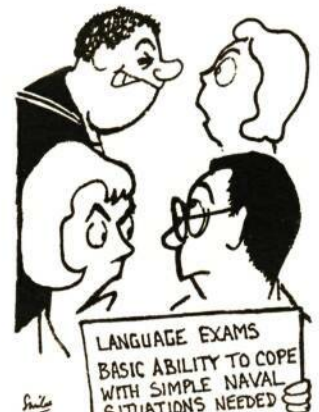
## Get Wise on DCIs

transferees.

This concession is restricted to Communications Technicians, as other sideways entry branches undergo much shorter training, which ends at the leading rate.

DCI(RN) 164/91

## Première Leçon



"His basic ability is about navel level!"

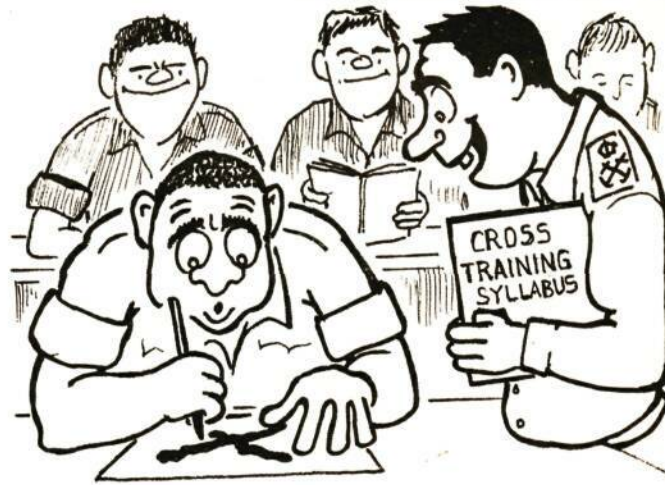
THE Royal Navy will conduct colloquial language examinations in London in November, with candidates expected to show basic oral competence in the language concerned, and able to speak it adequately to enable them to live in the country and cope with simple naval situations.

Candidates may be examined in French, Spanish, Italian, German and Russian, while special requests for examination in any other unlisted language will be considered.

DCI(RN) 156/91

## Bedside managers

THE Ruth Carter Prize for Nurses is awarded to a male or female nurse rating judged to have made a notable contribution towards nursing and patient care in the Royal Navy, with special emphasis on research to improve management or techniques in wards



"Getting the hang of it now, are we?"

## Eur Ing as she is wrote

ENGINEERS registered within Group One of the Federation Europeenne d'Associations Nationales D'Ingenieurs (FEANI) may use the title "European Engineer" and its associated abbreviation "Eur Ing."

Guidelines for use of the abbreviation "Eur Ing" laid down by the Engineering Council conflict with the customs and practices of the Services, so all three Services have agreed on styles of its use in Service and private correspondence and Service lists.

The announcement provides details and examples.

DCI(JS) 62/91

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

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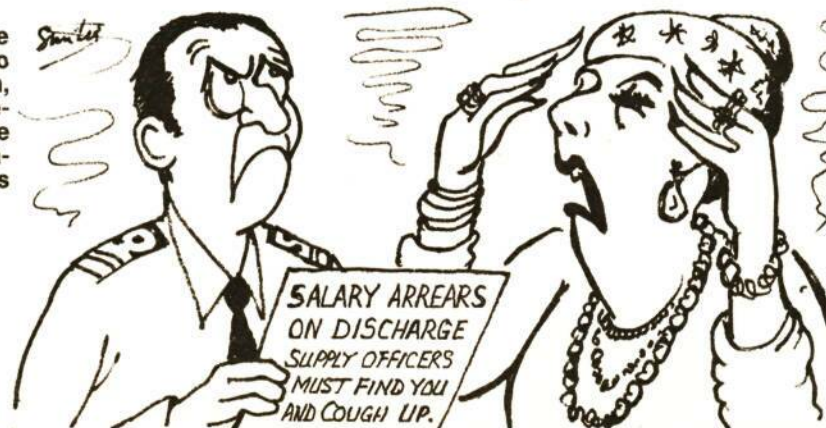
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IF, at the end of service, it is found that there are arrears of salary due of less than £3, no automatic action is taken to pay it. This system, known as a "de minimis" or tolerance procedure and applying both in the Services and the Civil Service, is followed because administration costs involved make such small payments uneconomical.

However, those involved remain entitled to claim sums of less than £3 — and if they do these will be paid.

For sums of £3 or more, paying officers will continue "to take all reasonable steps to trace staff who have retired or resigned in order to make the payment."

DCI(Gen) 161



"And he says that'll be £3 plus seance fees!"

## Down to your last three quid...





## People in the News



### Aussie takes Osiris

RAN-run! That's HMS Osiris, one of the few remaining Oberon class submarines in service with the Royal Navy and now under the command of Lieut.-Cdr. Mike Gallagher, Royal Australian Navy.



Mike first ventured to these shores in 1982 for the initial submarine course and to "export" a future wife. He returned briefly in '85 and, clearly fond of the Old Country, was back again in '89 for the Submarine Command Course (Perisher) and the RN Staff Course at Greenwich.

Last minute changes of programme thwarted his return to the Antipodes and he will remain "over here" for two more years, while an RN officer enjoys an exchange appointment "over there."

Meanwhile, when the Osiris called in at Portsmouth, New Hampshire, she collected gifts to bring back to the City of Portsmouth, Hampshire.



### What! is Horatio there?

PREMIERED in Southampton, the new musical "Horatio" was written and composed by Peter Heming, former Music Director in HMV Britannia.

The musical, which took him 10 years to research and write, was performed at the Mayflower Theatre as a finale to the Southampton International Boat Show and in aid of the Jubilee Sailing Trust, which takes physically handicapped and able-bodied people to sea together in STS Lord Nelson.

Peter studied at the Royal Academy of Music, London, and joined the Royal Marines as a trumpet player. He was commissioned in 1972 and was Director of Music CINCNAV-HOME before his appointment to the Royal Yacht. In 1987 he



was invested as a Member of the Royal Victorian Order for his musical services to the Royal Family.

## Fitted for promotion

WITH four Staff Officers from Britannia Royal Naval College selected for promotion within a month, clearly there was an opportunity for passing down some uniform no longer required...

To the left, quick, pass. Capt. Robin Shiffner (Captain of the College), to be promoted Rear Admiral from October 8 and reappointed to be COS CINCNAVHOME, hands his No. 5 jacket to Cdr. Christopher Morrison (Commander of the College), who has been selected for promotion to Captain.

Cdr. Morrison's jacket should fit Lieut.-Cdr. Steve Bramley (Senior Divisional Officer) to a nicety, as he's been selected for promotion to Commander. And his old jacket should sit well on Lieut. Ray Pask (Divisional Officer), promoted to Lieutenant Commander.

Meanwhile, Mid. James Forrest has received the Lloyds Bank Award for Endeavour, marking his all-round effort and achievement during his training at Britannia Royal Naval College.

As the major part of his prize, James — who's heading for a career as a naval flier — will spend two weeks at sea on board the Sail Training Association Schooner Malcolm Miller, visiting several Scandinavian ports.

He is pictured receiving another part of his prize, a porcelain model of the famous black horse, from Mr. Jim Thomas, Lloyds Bank area director for South Devon. James was also presented with a 35mm camera.

Now that should come in handy once he's got his balance fettle the sails 90ft. aloft!



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## People in the News



### College graduation the hard way



NOW on terminal leave after 27 years' service in the Royal Navy, WO David Maule spent 11 of those years working at Britannia Royal Naval College. And he is the only person to have served the College in every rating.

David joined the Navy as a probationary writer at HMS Raleigh. His first draft to BRNC came in 1969 when he was an Able Seaman; his most recent saw him leave as a Warrant Officer.

In between times, he remembers as his most memorable draft the last commission in the old Ark Royal

(1977-79). Along the way David has been awarded the Long Service and Good Conduct Medal, the Meritorious Service Medal and the British Empire Medal.

On completion of a course at Plymouth College of Further Education, David is heading east to work in Saudi Arabia.

### BARBARY NAPE

DON'T monkey with my hat... Chief Nursing Officer Trish Hambling of the Royal Naval Hospital Gibraltar has a close encounter with Trish, a young Barbary ape of the Middle Hill Pack. Not so much an epaulette as an apelet, perhaps?



### HELO TRIO WIN POTS

THREE members of the Commando Helicopter Operational Support Cell, RPO Steve Unwin, LSA Mo Foley and LCK(C) Terry Rowland, have received Herbert Lott tankards to mark outstanding service in the Gulf.

Steve ran the Support Helicopter Force mail system, not only for the RN Commando Sea Kings but also RAF Pumas and Chinooks — covering some 1,600 people in all.

Mo worked tirelessly tracking down mysteriously "gone adrift" stores and Terry provided 845 NAS with an exceptionally high standard of fare.



### Hollandais course...

AMONG the teams and individuals tackling the gruelling Nijmegen Marches in Holland this year was a detachment from the Standing Naval Force Atlantic, including a squad of four from HMS Chatham.

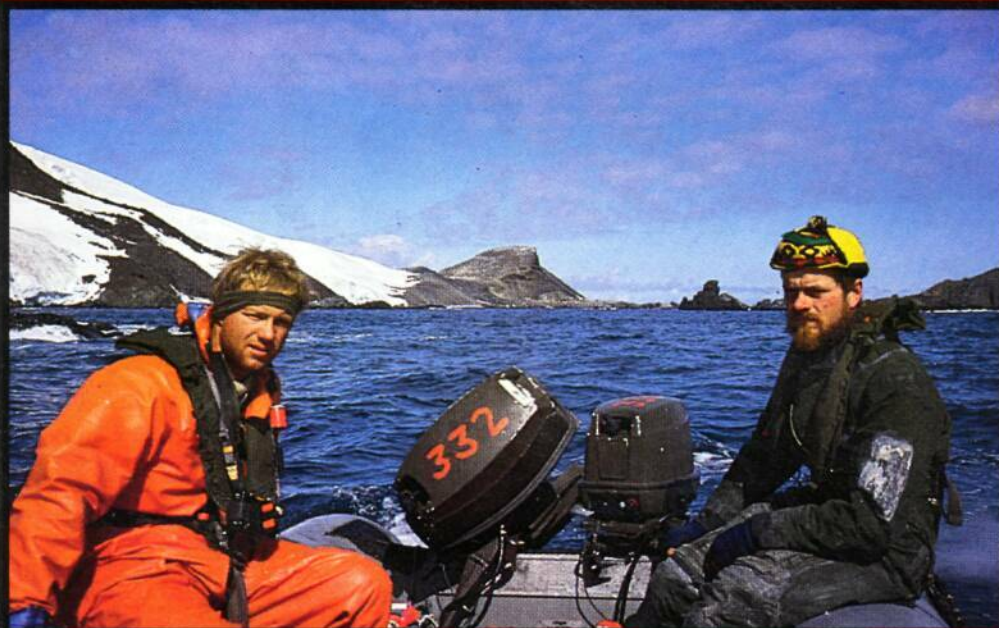
The foursome comprised PO(S) George Emmerton, LRO(T) Bob Hope, AB(R) Chris Chilcott and AB(S) Andy Ballard (pictured left to right).

Participants who manage to complete the event not only enjoy a celebratory street party but also receive a medal and a diploma. A detachment which loses less than 10 per cent of the team also earns a special team medal.

All the British marchers completed the four days and the STANAVLANT detachment was awarded the team medal.

Picture: PO(S) Temple

### Old friends back together for icy exploration



TWO representatives of the Senior Service have been invited to join a Royal Anglian Regiment expedition to South Georgia.

POA(Phot) Tim Hall (exped. photographer/skido — or snowmobile — party) and Lieut.-Cdr. Clive Waghorn, RN (retd.), (kayak party) flew out in early September with their 10 Army colleagues.

The aim of the expedition is to explore the largely unexplored southern tip of the island, utilising skis on land and canoes at sea.

Tim and Clive are old friends. They and another member of the present exped, Capt. Ri-

chard Clements RAR all took part in a four-man expedition to Brabant Island off the Antarctic Peninsula back in 1985.

Clive made national headlines when he fractured a femur in a crevasse fall and was left with one colleague for five days while the others sought help.

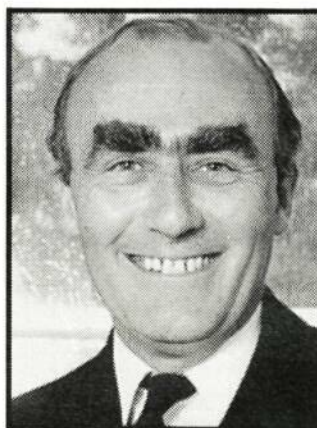
The current party of 12 expects to return in mid-November after recording many of the old sealing sites, scaling unclimbed peaks and collecting scientific data.

Their transport was provided by the Services, while the budget of £20,000 was met half by commercial sponsorship and half from the participants themselves.

### KNOCK KNOCK WHO'S THERE?

BUCKINGHAM Palace has announced that Admiral Sir Richard Thomas is to be the next Gentleman Usher of the Black Rod, taking over from Air Chief Marshal Sir John Gingell, who retires in January.

Admiral Thomas' appointment, which encompasses that of Sergeant-at-Arms in the House of Lords, follows the tra-



dition that the post is filled by a senior military officer.

But before he can be seen rapping on the door of the House of Commons to herald the State Opening of a new parliament — most famous part of the job — he must be kitted out with two sets of his new uniform: cut-away black tunic, knee breeches, silk stockings, silver-buckled shoes, sword and cocked hat... not forgetting the ebony rod from which he derives his title.

Former UK Military Representative to NATO in Brussels, Admiral Thomas' other appointments have included Deputy Supreme Allied Commander Atlantic, CO HMS Fearless, Naval Secretary and FO Second Flotilla.

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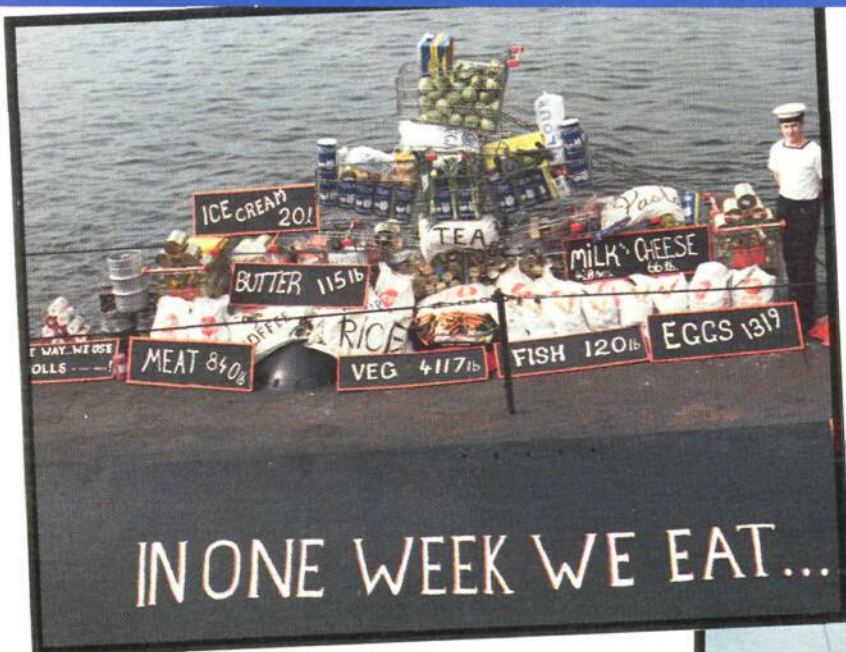
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# Shipshape for Navy Days



DESPITE the cancellation of a visit by the Soviet destroyer Okrelenny this year's Navy Days, held in Plymouth over the August Bank Holiday weekend, attracted more than 31,000 visitors.

Over 20 ships and submarines from six nations were open to visitors during the three day event with the aircraft carrier HMS Ark Royal proving one of the prime attractions. Over 20,000 people were welcomed on board to view the ASW and AEW Sea King helicopters and a Sea Harrier on the flight deck.

As well as RN ships, including the Campbelltown, Brave, Active and the new Type 23 frigate HMS Marlborough, the German destroyer Hamburg and Dutch frigate Van Kinsbergen were open for inspection.

There was also a four-nation NATO minehunting force comprising vessels similar to those used in the mine clearance operations in the Gulf and Sea Harriers gave impressive aerial displays.

On the ground entertainment in the main arena

included field gun displays, a Royal Marine free fall parachuting team and RM bands.

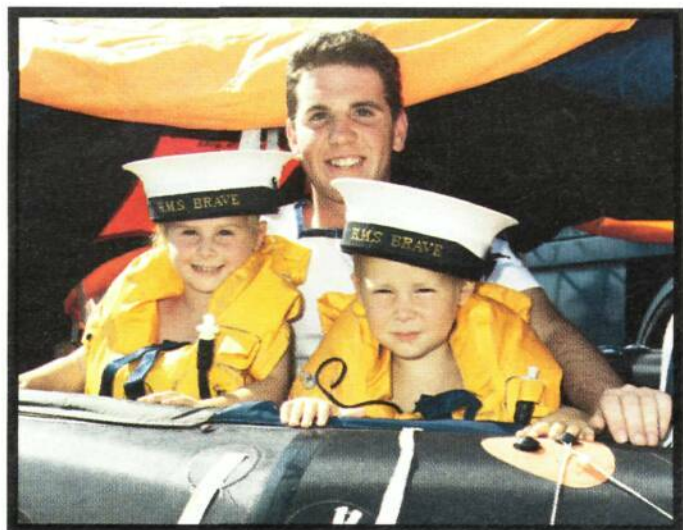
Because of reduced spending Navy Days now alternates between Plymouth and Portsmouth, with the next event to be held in Portsmouth in 1992.

● Left: Zara and Shane Taylor, from King's Tamer-ton, Plymouth, try out HMS Brave's life raft for size under the watchful eye of AB Lee Freeman.

● Below left: HM submarine Sovereign's weekly shopping goes on display.

● Below: Visitors crowd on board the Dutch frigate Van Kinsbergen (foreground), HMS Brave and the German destroyer Hamburg.

Photos: CA(Phot) Pete Holdgate



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# Green light for Reds visit

MARKING the 50th anniversary of the wartime Arctic Convoys, the visit of HMS London, under the command of Capt. Mark Stanhope, to Murmansk and Archangel was the first Anglo-Soviet exercise in the area since the Second World War.

Despite the attempted coup in the Soviet Union, which at one point threatened plans for Operation Dervish '91, HMS London joined RAF Tidespring off the Norwegian coast embarking FOF1 Rear-Admiral Bruce Richardson by helicopter from Tromsø.

The Soviet destroyer Rastropny — her name means smart and efficient — was the first to greet the London and as the ships met in an anniversary re-enactment of the Arctic Convoys, Soviet and RN sailors exchanged rousing cheers.

The first convoy, codenamed Operation Dervish, reached Archangel in northern Russia 50 years ago. During the Second World War the Allies continued to run the gauntlet of U-boats, mines and aircraft to ship vital supplies to the Russians fighting the Germans.

As Operation Dervish '91 got underway a commemorative convoy of 11 naval, merchant and salvage vessels formed up in the Barents Sea and on board the hospital ship Svir 120 Arctic Convoy veterans were treated to two days of memory reviving mock attacks.

Soviet fighters and bombers flew overhead bombarding the ships with dummy ordnance and as submarine launched drill torpedos skimmed between the convoy vessels one PO on board HMS London was heard to remark: "These guys would frighten the life out of the Sea Training Staff at Portland!"

As a young man Admiral Vladimir Mikhailin (76), now chairman of the Soviet Veterans Committee, commanded one of the three British minesweepers given to Russia by Churchill.

His ship, Minesweeper 1110, won the Order of the Red Banner, the highest Soviet military award, for destroying 41 German mines and he remembered with fondness the three barrels of Jamaica rum left on board by the minesweeper's delivery crew.

While in Murmansk the veterans attended a wreath-laying ceremony to the Defender of the Arctic North and the unveiling of a memorial pillar in Leningradskoye Park. In Archangel they joined in services of remembrance honouring the thousands who died on the life line to Russia.



● Above: HMS London's guard of honour and colour party taking part in celebrations in Archangel.

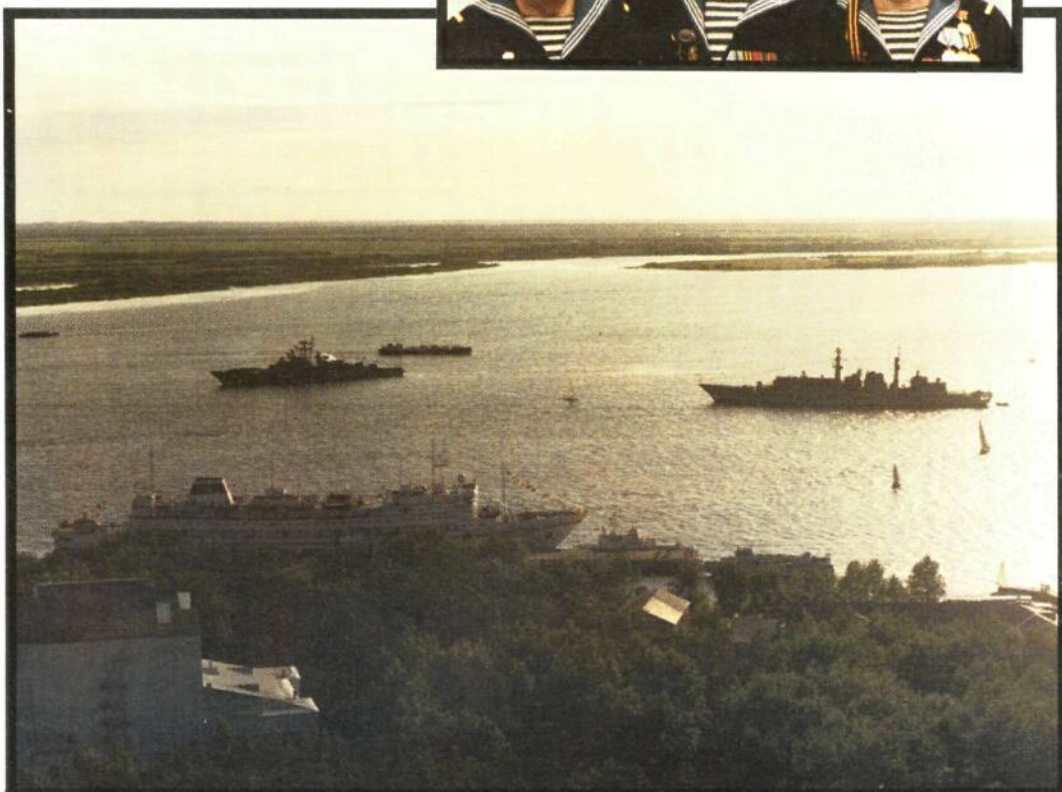
● Right: British and Soviet veterans of the Arctic Convoys exchange wartime memories on board the hospital ship Svir.

● Below right: HMS London (right) is pictured in the Dvina river estuary, Archangel, with the Svir (foreground) and the Gromky, flagship of the Deputy Commander-in-Chief of the Soviet Northern Fleet Vice-Admiral Igor Kasatanov.

● Below left: The Cold War melts as "Jack" and "Boris" meet up on board HMS London.

● Left: Soviet sailors from the Gromky put on an impressive marching display across the parade ground at Archangel.

Photographs by POA(Phot) Paul Cowpe, LA(Phot) Andy Baverstock and Wayne Humphries.







## Helping Hands



# Alex motors ahead

RECEIVING the keys to the door of a Mini-Metro 1.1L from Cdr. Andy Forsyth is WEA/APP Alex Higgins who won the car in HMS Manchester's deployment raffle.

The car was provided by British Aerospace Dynamics at cost price and during the Manchester's six-month deployment to the Gulf and Far East over £8,500 worth of tickets were sold — the Royal Manchester Children's Hospital, in the des-

trophy's affiliated town, received five per cent of all the proceeds.

Mr Ted Urry, from British Aerospace Dynamics, also presented Cdr. Forsyth with a photograph commemorating the first night salvo firing of a Sea Skua by HMS Manchester during Operation Granby.

During the war the Manchester's Lynx helicopter sunk three Iraqi patrol boats using Sea Skua missiles.



## HELO CHEQUE

HMS BROADSWORD, arriving back in Plymouth Sound after her return from South Atlantic patrol, was welcomed by a visit from Cornwall's Chief Ambulance Officer, Mike Sheen, who arrived in the Cornwall Air Ambulance helicopter to be presented with a cheque for £1,000 by Cdr. Richard Lucey, Broadsword's commanding officer, money raised by the ship's company during their six months away.

### Blizzards

During the deployment Broadsword found herself in some of the worst South Atlantic weather for many years, with clear sunny weather changing within minutes to dense blizzards with visibility down to zero.

A more unusual duty was to escort the Royal yacht up the Amazon River when Prince Charles attended an environmental conference in Brazil, where the river in parts, proved only just deep enough to allow passage for the Type 22 frigate.



## Ariadne's a cut above the rest

THE first cut is the deepest, so the song goes, a fact confirmed by WO(OPS)(S) Alan Wakeford, of HMS Ariadne, when he sacrificed his beard in aid of charity.

Having sported a full set for nearly 26 years Alan gamely volunteered to shave off his whiskers and raised £275 for the Multiple Sclerosis Society.

Pictured helping him remove the last remains of any designer stubble are Heather Barringer and Carole Honey, from the Portsmouth branch of the MS Society, while the Ariadne's commanding officer,

Cdr. Les Sim (complete with beard!) and Mr H Knight, chairman of the branch look on.

## Dolphin day out

A group of underprivileged children from Newham, East London, visited HMS Dolphin for a day out as part of a week-long visit to Haslar Detention Centre.

Host for the day was CPO Jack Kershaw who accompanied the children on a sailing trip around the harbour in the Towed Array Recovery vessel.

During the day's visit the children also toured the submarine base and enjoyed lunch in the WO's and SR's Mess.

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## Gib's ladykillers

A WRENS team proved triumphant in Exercise "Rock Lady Killers", a challenge competition for servicewomen and local policewomen in Gibraltar, when they sailed to victory aboard their self-built raft, the culmination of a series of challenges which included shooting, fire-fighting, and evacuating a casualty under fire.

The event proved to be a great success, providing some excellent spectator sport and raising over £800 for the Gibraltar Diabetic Association.

## MIGHTY MINERVA



EXHAUSTED but exuberant... that was the feeling of ten runners and cyclists from HMS Minerva when they were greeted by the Mayor of Salford, Cllr. Joe Murphy, and their commanding officer, Cdr. Mike Priestley, as they completed the last leg of their 280-mile run and cycle ride.

The team set off from Plymouth as the Minerva sailed for a visit to her affiliated town of Salford and took five days to

complete the distance with four runners/cyclists on the road at any one time.

Their efforts raised over £2,111 which was presented to the Mayor of Salford's holiday home for underprivileged children in Wales.

Local firm Cussons (the soap manufacturers) were so impressed by the Minerva's efforts that they also donated £1,000 to the charity.



# POs pot for Poppets

GETTING ready to pot the black are POs Paul Murray, Stuart Wrighthouse, Grant Louch and Andrew Birch, all from HMS Collingwood, who spent 24 hours racking up balls in aid of Poppets, St Mary's Hospital Baby Care Unit, in Portsmouth.

The POs managed to raise over £300 for "Poppets" before rounding off with a disco, increasing the sum to £750 which was presented to Mrs. Jill Lee, the charity's representative.

Poppets is the main charity supported by the POs' Mess at HMS Collingwood, who hold up to six fund-raising events each year.



## Juno run

AFTER running his first half marathon Lieut.-Cdr. Terry Iles, the First Lieutenant of HMS Juno, raised £547 for the Princess Chula Ward at the Royal Marsden Hospital for sick children.

The cheque was presented to Staff Nurse Kathy Tugwell by HMS Juno's commanding officer, Cdr. Keith Redford.



## Helping Hands



# It's bullseye for John

DEDICATION to the game of darts proved that "points make prizes" for RPO John Reidy, of HMS Rooke, when he took part in the TV programme Bullseye along with representatives from the Army and RAF.

The combined services squad competed with celebrity teams and raised £1,026.75 for SSAFA in a match to be screened at Christmas.

RPO Reidy, current champion and chairman of the Gibraltar Darts Association, will be representing Gibraltar, in December, in the Winmau World Masters Championships for the second year running.

Trainee AEM Carl Williams of HMS Daedalus, is to leave the Navy as a result of suffering an incurable eyesight defect.

After a period of in-service training at St. Dunstan's, in Brighton, Carl rejoined his former classmates for the passing out parade he would have taken part in but for his eyesight problems.

Sponsorship and fund-raising events organised by his colleagues raised £4,178 which was presented to him, on behalf of St. Dunstan's, by the captain of HMS Daedalus, Capt. Richard Langton.

Carl will soon embark on a computer programming course at Hereford as a civilian and plans to go on to higher education.

Prior to the summer holiday period HMS Cambridge, the Navy's Gunnery School, at Wembury, South Devon, took advantage of a temporary lull in the busy training programme to devote some time and effort in cleaning up the local beach.

A team of instructors, led by the commanding officer, Cdr. John Tighe, removed all the non bio-degradable rubbish from the foreshore from Heybrook Bay to Wembury Beach, a stretch of coastline which has been within the Voluntary Marine Conservation Area since 1981.

A team of runners from 814 Sqn, RN air station Culdrose, ran around the coast of Cornwall — a distance of 243 miles — to raise money for the squadron's charities, which include the World Wide Fund for Nature and St. Julia's Hospice, in Hayle.

Setting off from Rame Head, Torpoint the four runners — WTR Tony Rawlings, CPO Ian Crews, AEM Dale Fagence, and NA Grant Williams — followed the coastal roads via Falmouth to Lands End and then along the north coast to the Cornwall/Devon border north of Bude.

Each runner ran in relay, completing 60 miles each over the four days before completing a final team run over the last three miles and, with money still being collected, the team are confident of raising over £1,000 for the charities.

A "magical" afternoon lay ahead for 96 members of the Manadon Social Centre for Mentally Handicapped, when they rounded off their annual summer outing with a visit to

Britannia Royal Naval College.

Hosted to tea by college staff they were then entertained by Ken Whitehouse, a lecturer at BRNC, who performed some outstanding feats of magic.

Leotards and trainers at the ready... LWRENPT Mandy Canny, of HMS Dolphin, is

looking for volunteers to take part in a 12-hour sponsored "aerobathon."

The mass work-out, held in aid of the Rainbow Centre, Fareham, will take place at HMS Temeraire on Nov 23 so all those — male and female — who want to work up a sweat should contact the PT office, HMS Dolphin (ext. 41894) for an application form.

## Culdrose's Cub-cake

CPOCK — and acting Cub Scout Leader — George McKinnely, from RN air station Culdrose, supervised the baking of a monster cake which was presented to the Cub Scouts of Cornwall as part of their 75th anniversary celebrations.

The cake, in the shape of the county, contained 20lbs of fruit and took 14 and a half hours to bake.

However, not satisfied with their marathon efforts CPOCK McKinnely's six trainees pushed the cake on a galley trolley from the air station to Tretharis School, in Newquay, a distance of 40 miles, raising money for the Meneage Cottage Hospital along the way.

At the jamboree 1,000 hungry Cub Scouts and their leaders greeted their arrival and watched eagerly as the cake was cut by the county's youngest and oldest Cub Scouts.

## Repulse riders

CYCLISTS from HMS Repulse (Port) held a sponsored bike-ride from the Clyde Submarine Base to HMS Ursula, an Upholder Class submarine being built in Birkenhead.

The total distance covered by the seven riders was 257 miles and took three days, with two cyclists on the road at any one time.

All money raised will be presented to the Ardlui Children's Home, in Helensburgh.

The cyclists are pictured, with their support team, and the Executive Officer of HMS Repulse (Port), Lieut.-Cdr. Peter Carroll, before leaving on their bike ride.

## Collingwood's up in ARMS



It was an "uplifting" experience of Kay Simmons, a multiple sclerosis sufferer, when she was carried to the summit of Mt. Snowdon in her wheelchair by ten strapping sailors from HMS Collingwood.

The aim was for each team who entered the "Snowdon Initiative" to raise £1,000 for Action and Research for Multiple Sclerosis (ARMS) and the group from Collingwood, led by Lieut. Mark Tench, reached their target and completed the tortuous climb in just under three hours.

Two Wrens from Collingwood, POWRENS Gerry Smout and Julie Voss, also took part in the venture, joining the Troglodytes, one of two teams of Wrens from the Portsmouth area, who completed the climb in over four hours and raised more than £3,000.

Pictured, from left are, back row, LWEM Neil Spray, Lieut. Steve Taylor, WEM Taff Gore, LWEM Rob Hernon, Lieut. Mark Tench and LWEM Stephen Bottolph; front row, LWEM Chris Chambers, POWREN Julie Voss, Capt. Peter Wason, POWREN Gerry Smout and LWEM Gary Tappend.



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# Wisdom of saving Minerva

A World War I monitor which saw service at the Dardanelles is now being restored in historic No. 1 Basin in Portsmouth Naval Base.

The 580-ton monitor, which later became the coastal minelayer HMS Minerva, is one of only two remaining World War I warships in Britain.

Minerva arrived in Portsmouth under tow from Hartlepool and a team led by retired naval experts has started a two-year programme to stabilise the vessel and get the full restoration under way. Portsmouth Royal Naval Museum is acting as managing agent for the work.

Hampshire County Council bought Minerva for £11,000 — her scrap value — as the authority's contribution to the Hampshire naval heritage pro-

ject. Now sponsorship is being sought to meet the cost of the restoration.

Cdr. Michael Jones of the Royal Naval Museum said: "This is an exciting acquisition for Portsmouth. Minerva will provide a fascinating insight into an important period of naval history."

"However, it will cost a considerable amount to restore her to her former glory. We will need to attract sponsorship of anything between £300,000 and £1 million."

Minerva was one of 19 monitors, armed with two six inch guns, ordered by Churchill in March 1915. Completed in just two months and named M-33,

she arrived at the Dardanelles in August in time to assist at the Suvla landings. She gave close gunfire support for the remainder of the disastrous campaign.

Moving north to Salonika to support the Allied flanks against the Bulgarians, the monitor spent the rest of the war in the Central Aegean, involved in bombardment of the Turkish coast, blockade of ports, control of shipping and patrol work.

## Shallow draft

In 1919 she joined the White Sea Squadron at Archangel and was sent up the River Dvina to help the Allied Forces operating against the Bolsheviks.

Her shallow draft and relatively heavy armament proved invaluable when covering the Allied withdrawal in September, and on her return to England she paid off into Reserve.

In 1924 she was converted into a coastal minelayer at Pembroke Dockyard, renamed HMS Minerva the following year and stationed at Portsmouth at HMS Vernon for instructional purposes.

During World War II she was used as a floating boom defence workshop in the Clyde before returning to Portsmouth to become a floating workshop and office for auxiliary craft at Royal Clarence Yard, Gosport.

The Royal Naval Museum would like to hear from Navy News readers who have personal reminiscences of Minerva or information about her armament and equipment. She may eventually become a Gallipoli memorial ship.

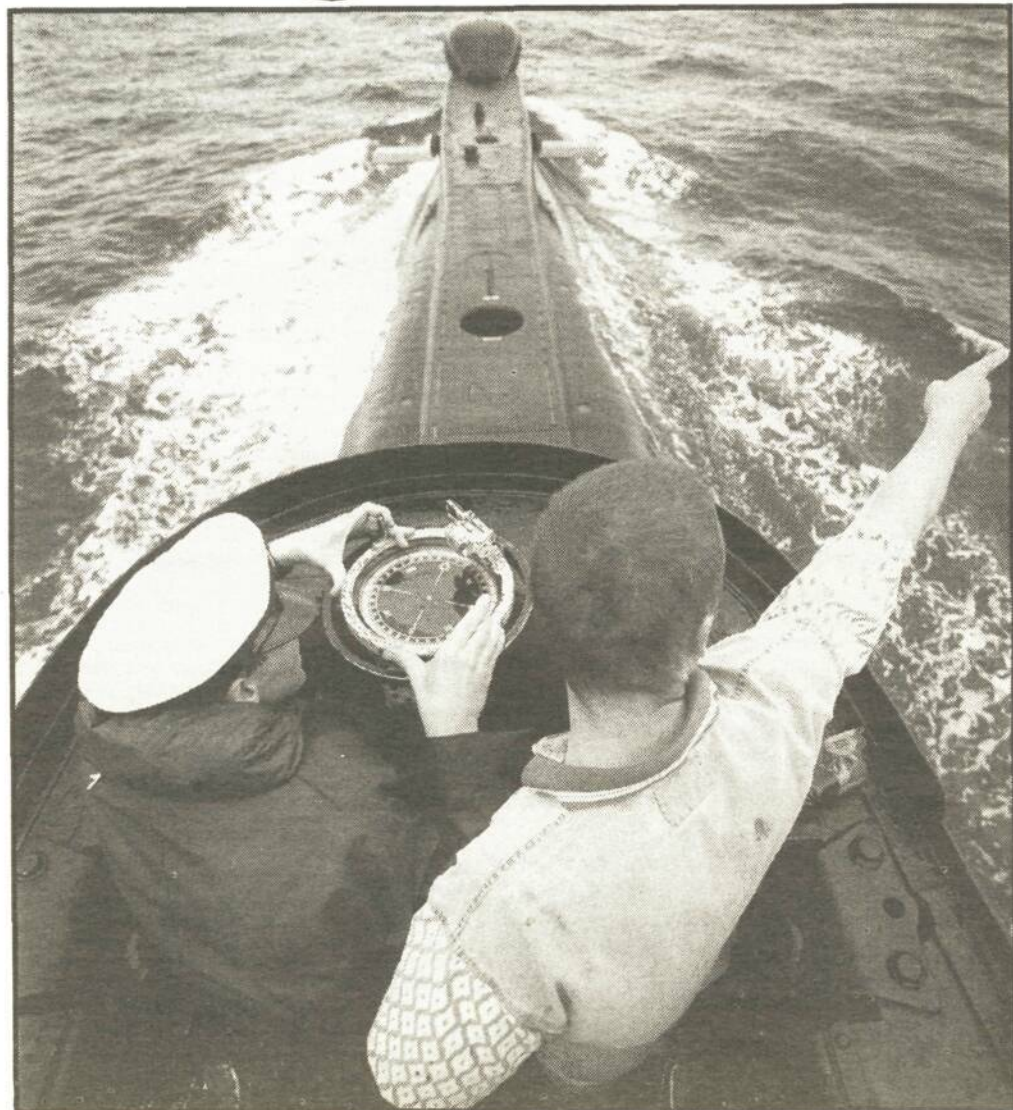
## Fishermen on the fin

**TWELVE** Clyde fishermen spent a day at sea in the submarine HMS Ocelot — much of the time spent dived — as part of the current drive to develop relations between them and the Royal Navy.

The trip provided the fishermen and submariners with a good opportunity to discuss safety aspects in the confined waters of the Clyde estuary and demonstrate the operating conditions.

A safety scheme, covering the sea areas stretching from Tiree in the north to the Isle of Man in the south, which gives fishermen advanced notice of dived submarine movements was introduced earlier this year.

● Clyde fishing skipper Iain Smith points out a popular trawling area in the Firth of Clyde to Lieut. Mark Lister on board HMS Ocelot.



## Droggies day by day

THEME of the MOD Hydrographic Office's calendar for 1992 is "Tall Ships" and it features six colour photographs of large sailing ships at sea.

The calendar comes complete with a mailing envelope and is available from Admiralty chart agents or chandlers. It can also be ordered direct from: Sales Section, Hydrographic Office, Taunton, Somerset, TA1 2DN. Price is £6.50, including VAT, postage and packing (cheques payable to "The Cashier, Hydrographic Office").

A Jet Provost Mk 5 — the Royal Navy's basic jet trainer — flies over Whitby, enabling LA(Phot) Joe Mercer to photograph his brother Sub-Lieut. Keith Mercer flying as crew. Sub-Lieut. Mercer is currently at RAF Topcliffe, undergoing basic flying training in the Bulldog.

The photograph will appear in a charity book on the Fleet Air Arm compiled by LA(Phot) Mercer.

## Prospect of Whitby

## Dad's amours

The Imperial War Museum wants to hear from any Navy lads who have captured a girl's heart in time of war.

"Forces' Sweethearts", an exhibition planned to open in February 1993, is to cover wartime romance from the First World War to the Gulf War. As well as the glamour — the pin-ups and the stars — it will feature the personal love affairs of ordinary men and women.

### Ship's pin-ups

So if you, your parents or grandparents have letter or any other mementoes with a romantic story behind them, contact Penny Ritchie Calder, the museum's exhibitions officer, on 071 416 5323.

Details of any ship's pin-ups adopted in war or peacetime will also be welcomed.

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## NEWSVIEW

### Sharp focus on safety

IN A world where Green increasingly becomes the watchword, there has never been a time when health and safety so occupied the public mind, whether on global or more localised scale. Safety matters feature in reports (both official and unofficial), newspaper and television stories — and it is inevitable that some concern the Services, including the Royal Navy.

Stories emerging can sometimes appear somewhat over the top or off beam, yet no-one denies the importance of the subject.

The latest stories concerning the Navy have involved nuclear submarine safety, as well as a housing estate which was built many years ago in an area where waste toxic material was dumped.

#### 'Not compromised'

As far as submarines are concerned, the Navy was quick to offer reassurance, with a particular eye on submariners and their families. "The safety of nuclear submarines and the personnel who serve and work in them has always been of the greatest importance to the MOD and the RN," it was stated. "Every effort is made to ensure that safety standards are not compromised."

The message went on, "All our nuclear-powered submarines, including the Polaris force, continue to operate and are maintained in accordance with rigorous safety standards and with the endorsement of the Nuclear-Powered Warship Safety Committee."

"We would not allow any submarine to go to sea unless we considered it safe to do so. Those concerned may equally be assured that stringent safety standards also apply to radiation dose limits for personnel working on nuclear submarines."

#### Big advances

Meanwhile, in a Portsmouth saga with a long and involved background, there was swift action to offer rehousing to married quarters tenants at Eastney when the potential dangers of a former waste dump featured in a scientists' report. As further tests in the area proceeded, some tenants have already taken up the offer.

In such situations recrimination and the wisdom of hindsight is an easy option. Without commenting on the pros and cons of building on that site years ago, it should be remembered that recent years have seen huge advances in knowledge, public safety awareness, and expectations. Doubtless new generations will find unacceptable some of the standards we set today.

# Gulf Medal award rules

**RULES for award of the Gulf Medal 1990-91 to Service and civilian personnel detail fully the qualifying periods involved and the categories of people who are eligible.**

At the same time they make clear that award of the medal may be considered to people who were engaged in specially hazardous operations of comparatively short duration, and also to those regarded as particularly deserving cases, who would otherwise fall outside the criteria, and who are personally recommended by the Chief of the Defence Staff.

Qualifying periods for the medal are:

- A: Seven days continuous service in the theatre of operations defined as: Saudi Arabia, Bahrain, Kuwait, Iraq, the United Arab Emirates, Oman, Qatar, the Gulf of Oman, the NW Arabian Sea, the Gulf of Aden, the Gulf and the Red Sea or one operational combat sortie (participating directly in the air campaign and including all Nimrod and AAR missions) or eight sectors in the Arabian Peninsula Flight Information Regions by air transport crews, between 2236Z on January 16 1991 and 0500Z on February 28 1991; or
- B: Thirty days continuous service in the area of operations defined as: Saudi Arabia, Oman, the United Arab Emirates, Qatar, Jordan, Bahrain, Kuwait, Iraq, Republic of Yemen, the Gulf, the Gulf of Oman, the Gulf of Aqaba, the Gulf of Suez and the Suez Canal, the Arabian Sea, the Gulf of Aden and Red Sea bounded to the east by a line from Ras Asir (1150N 05110E) to a point (1600N 06000E) to Ras Mauri (2450N 06635E), Cyprus and adjacent waters — the Sovereign Base Areas, the airspace and high seas of the Eastern Mediter-

anean (East of 03000E, West of 03400E and South of 3500N), between August 2 1990 and March 7 1991, both dates inclusive; or

- C: those members of the Kuwait Liaison Team who were in Kuwait on August 2 1990.

Those who qualify under paras A and C, whether or not they qualify under para B, will be permitted to wear a distinguishing rosette on the ribbon when a ribbon only is worn and a clasp on the ribbon when a medal is worn. The clasp for those who qualify under para A will have the dates January 16 to February 28 1991 and for those who qualify under para C the clasp will have the date August 2 1990. Those who qualify under para B will not be permitted to wear a rosette or clasp.

If qualifying service was brought to an end before completion of the specified times on account of death, capture, wounding or other disability due to service, the reduced period of service will be sufficient qualification for the award.

The grant of a British honour, decoration or medal of the status of a Queen's Gallantry Medal, or above, or a Queen's Commendation or Mention in Despatches, for gallantry in the operations during the qualifying period, will also qualify the recipient for the Gulf Medal, even though the full qualifying period has not been served.

Those eligible for the award of the medal are:

**British Service personnel** as follows:

- RN, RM, Army and RAF regular and reserve personnel on the attached or posted strengths of units within BFME.
- Personnel on the attached or posted strength of British Forces Cyprus and those serving in HM ships in the Eastern Mediterranean.
- LSP serving with Coalition force units committed to Operation Desert Shield/Desert Storm.
- Exchange personnel serving with Coalition force units committed to Operation Desert Shield/Desert Storm.
- Service personnel seconded to the PE Project Teams who were directly supporting Saudi Arabian units committed to Operation Desert Shield/Desert Storm.

**Commonwealth Service personnel:**

- Regular and reserve personnel on the attached or posted strength of units within BFME.



THE Gulf Medal, portraying the Queen on one side and a modern Combined Operations badge on the other, is to be worn on the left breast, immediately after any already held General Service Medals, campaign medals or UN medals.

Made of cupro-nickel, it has a ribbon one and a quarter inches wide, consisting of seven vertical coloured stripes.

- Personnel on the attached or posted strength of British Forces Cyprus and those serving in HM ships in the Eastern Mediterranean.

**Multinational Service personnel** serving with BFME (eg Medical Support).

Eligible too are **British citizens** as follows:

RFA: the Order of St John and British Red Cross Society; Salvation Army; SSVIC; SSAFA Nursing Service; Merchant Navy personnel serving in MOD chartered vessels; Naafi; Civil aircrew operating MOD chartered aircraft; MOD accredited war correspondents, photographers and artists; UK based members of the Civil Service serving in the theatre or area of operations, either on permanent or detached duty, including RNSTS, and including those in direct support of Saudi Arabian units committed to Operation Desert Shield/Desert Storm; contractors authorised by MOD who directly supported British units in the area and theatre of operations; contractors on the SANGCOM and Al Yamamah projects who were directly supporting Saudi Arabian Armed Forces committed to Operation Desert Shield/Desert Storm.

**Foreign nationals** eligible are:

Civilians serving with British units in the theatre of operations; Merchant Navy personnel serving in MOD chartered vessels; Chinese laundrymen serving in HM ships and the Royal Fleet Auxiliary Service; civil aircrew operating MOD chartered aircraft.

Medals will be issued to qualified personnel under single Service arrangements.

Recipients of the Gulf Medal and clasp and a Mention in Despatches or QCBC are to wear the rosette and oak leaf on the ribbon when not wearing the medal, with the oak leaf nearer to the left shoulder.

Medals for deceased personnel are to be given over to the next of kin in presentation boxes.



# RESCUE DRAMA IN SOUTH CHINA SEA

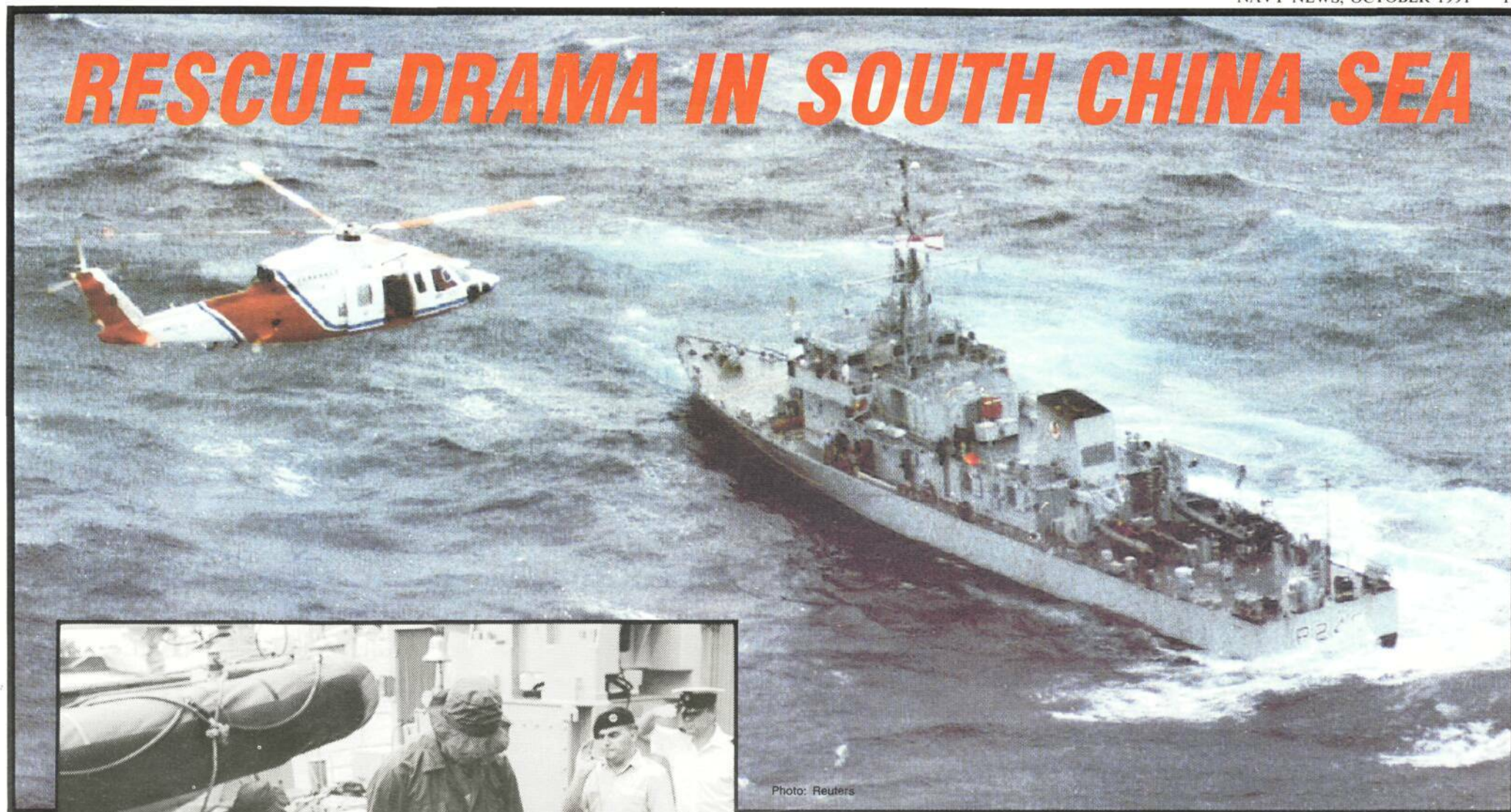


Photo: Reuters

SHIPS of the Hong Kong Squadron, along with RAF and Royal Hong Kong Auxiliary Air Force helicopters, battled gale-force winds and tumultuous seas in rescue operations following the sinking of an offshore oilfield support barge, with nearly 200 men on board, 65 miles south-east of Hong Kong in the South China Sea.

The 1500-tonne barge, under tow at the time, capsized when Typhoon Fred hit the area and produced the most comprehensive search and rescue operation seen in Hong Kong for at least 20 years.

When news of the disaster came through HMS Plover, the senior ship of the Squadron, which was already at sea, immediately set course for the scene, followed by her sister ship, HMS Peacock, with a team of divers from HMS Tamar on board.

Flying straight into storm force winds, two RAF Wessex helicopters took nearly an hour to get to the disaster area, and during five sorties rescued 24 from the sea. A further 29 were recovered by the Hong Kong Auxiliary helicopters and 17 more were picked up by a helicopter from the Chinese mainland.

## Hazardous

With a swell of 40-50ft. and winds in excess of 50 knots winching survivors up into the helicopters was hazardous indeed, with visibility, too, often

drastically reduced when squalls enveloped the area.

Meanwhile the Navy patrol vessels spent most of the day battling the wind and waves, arriving on the scene in late afternoon, when they retrieved 12 dead bodies from the wreckage-strewn waters but found no survivors.

## Frightening

Swimmer-of-the-watch in HMS Plover was AB Chris O'Donnell, who dived into the mountainous seas in a rescue attempt — "It was quite frightening because one minute I was level with the ship's deck, the other I was pushed underneath the ship and had no air at all. I was being bashed against the side. He was much larger than I was, and it was clear he was dead. He was face down in the water, and he didn't respond."

"One of the bodies was still soft, bleeding on to the deck when we hitched him out. He couldn't have been dead more than half an hour."

CA(Phot) Keith Sturge was aboard one of the RAF Wessex helicopters taking pictures of the rescue when the winchman became so sick as the result of

swallowing sea water that he couldn't continue.

Laying aside his camera, Keith went down on the winch to pluck a survivor from the sea, remembering previous training he had received at HMS Osprey and Heron.

## Desperate

In the early hours of the following morning Peacock returned to Tamar with the divers still aboard. With a maximum operating depth of 35 metres the Navy divers were not able to help in a desperate attempt to get to the barge's decompression chamber in which four men were believed to be trapped some 50 metres below the surface. They had been laying underwater pipes and were only half way through their four-day decompression process when the disaster occurred.

Eventually 172 were rescued, 15 dead bodies recovered, with the remaining eight missing, presumed dead.

There was warm commendation for the combined rescue effort from the Acting Governor, Sir David Ford, and from Foreign Office Minister Lord Caithness.



Pictures, above —

Crew members of HMS Plover pay their respects as bodies are taken ashore at the Hong Kong Naval Base.

HMS Plover, with a helicopter of the Royal Hong Kong Auxiliary Air Force during the search and rescue operation.

## Visitors from Japan

WHEN three warships of the Japanese Training Squadron arrived in Portsmouth, a visit to HMS Victory was a definite "must" for the young officers of the Squadron, for Admiral Nelson is still a much respected and revered figure in the Japanese Navy, where many Nelsonian traditions live on.

The Japanese Squadron's commanding officer, Rear-Admiral Takeo Tukahara stated "A century ago we modelled ourselves on the Royal Navy. Today, we in the Japanese Defence Force still think of the RN as our teacher."

The ships, the training ship JDS Katori and destroyers Hatusuyuki and Yamayuki, are circumnavigating the world, giving the 150 newly-qualified officers on board a chance to widen their knowledge and experience, and to promote friendly relations with all the countries visited.

Picture, left — Mr. Peter Edge, former CPO(OPS)(S) and now an HMS Victory Guide, shows the Japanese visitors around.



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# THE NELSON



● Top left: Striking a blow for brighter bathrooms — Commodore Chris Hebron sets off a £450,000 project to provide new baths and showers on all 12 floors of the Junior Rates' Saumarez Block.

● Above: The art of course management — Wren ETS Stacey Bee keeps busy in the Education Centre's admin office. You can complete a GCSE in eight weeks here — with very high hopes of success.

● Top right: Gilding the lily? HMS Nelson plans to offer "a real hotel service" — but much work remains to be done.

● Right: The popular Blue Lamp coffee bar, a 'self help' facility introduced a year ago, has a genuine old police box doing duty as a telephone kiosk.

WHEN it comes to support man and woman, no-one does it better than HMS Nelson — and Commodore Hebron ensures no-one will do it better.

The establishment cares for families — and it has been estimated that those currently serving will pass on their knowledge either in person or via some other means.

HMS Nelson now embraces Whale Island and supported units, ranging from the Civil Service Typing Training Centre to the NBCD School at Phoenix — and 15 seagoing tenders and the element prepare over 3,700 meals a day.

It looks after all the naval properties within the walls of the Naval Base — 358 married quarters. Yet with centralisation in recent years, economies in many areas have been made, and the new era of and lodger units, than once governed by Street alone.

Though 'small is beautiful' is the motto of the machine, many of the outfits that are definitely on the large side.

The Education Department is the largest, with over 2,000 students enrolled. Resettlement training facilities for people due to leave the Navy do not attract admirals who are still drawn as much to 'Accountancy for non-accountants'.

Commodore Hebron is particularly keen on GCSE grades coming out of the packages.

"We had 145 out of one three-week tally indeed — even though the students are obviously working with a view to success."

"Responsibility for resettlement training is a Service organisation, but we are not."

Nelson's sick bay is also the Navy's most bedevilled by staff shortages. Over the week, which takes a considerable loss of the need to transfer staff to keep the pay high rates for agency nurses.

The dental surgery, too, is the place where patients cared for by an average of four dental technicians provide one example of service integration — despite the large home of 'RAF Nelson'.

With the Naval Provost Marshal's Prison Branch, RN Detention Quarter, Navy's busiest Magistrates' Court, around 30 ratings will be given the chance — Nelson is inextricably linked with discipline. The establishment's unique team for ferrying offenders from A to B clocks up 53,000 miles a year.

**"If we are going to have the Navy's big then I would like that a real hotel service"**

On the pastoral side, Nelson is the Eastern Region Naval Families Service, and Hong Kong, cares for 30,000 average annual case load of over 100.

All this work is expensive — but the Responsibility Budget, now in its third year, is highly effective.

"It has given us a degree of control that didn't exist before — and it provides figures I need to ensure value for money of oddities that should have been there" because the data wasn't available.

"A typical example is the charges for lent playing fields, which in no way provide facilities — it is only the fact that has enabled us to make these cuts."

This new efficiency does not mean cuts, however — some services have been small, much-loved institutions that have been brought back from overseas when they were commonplace in the Fleet.

"In fact, we have an arrangement with our own birds there and looks after the penguins a penny . . . And the Regulating School Officer-in-Charge rejoicing in the fact."

Close links with the local community are many of Nelson's facilities — including the reputedly the biggest in the south.

Last month a national organisation capped held its local five-a-side soccer gym can accommodate two games a day the establishment bathed, fed a support teams on the NSPCC London.

That same week-end the Zimbabwe arrived for a week's practice before the African Games — a welcome invitation son's close links with Havant Hockey national champions.

The Amateur Boxing Association ends here, too — and this month the takes up residence at Nelson, just newly refurbished theatre.

Nelson was even able to find room this summer — the Royal Hampshire Portsmouth a week after the news of Queen's.

But though Nelson may be the Na

## History for the taking

THE Navy's Trophy Centre at HMS Nelson may be home to £6m worth of silver, paintings and other treasures — but Commodore Hebron would prefer to see it stripped bare.

"My idea of a successful trophy store is an empty one and I doubt if there are more than half a dozen pictures in there at present," he says.

"Until recently there used to be masses of stuff stowed away, but by updating the methods of accounting and selling a whole lot of things nobody would ever want, with the Trophy Fund carrying its own insurance, that made it possible for ships and establishments to have trophies again — because ships, particularly small ones, didn't want to carry valuable items that would have cost them a packet to insure."

Many of the items have important historical associations — such as the silver presented to HMS Lion by Tsar Nicholas II at St Petersburg in July, 1914, when the Russian Royal Family came on board (see left) and were photographed with Rear Admiral Sir David Beatty and members of his staff.





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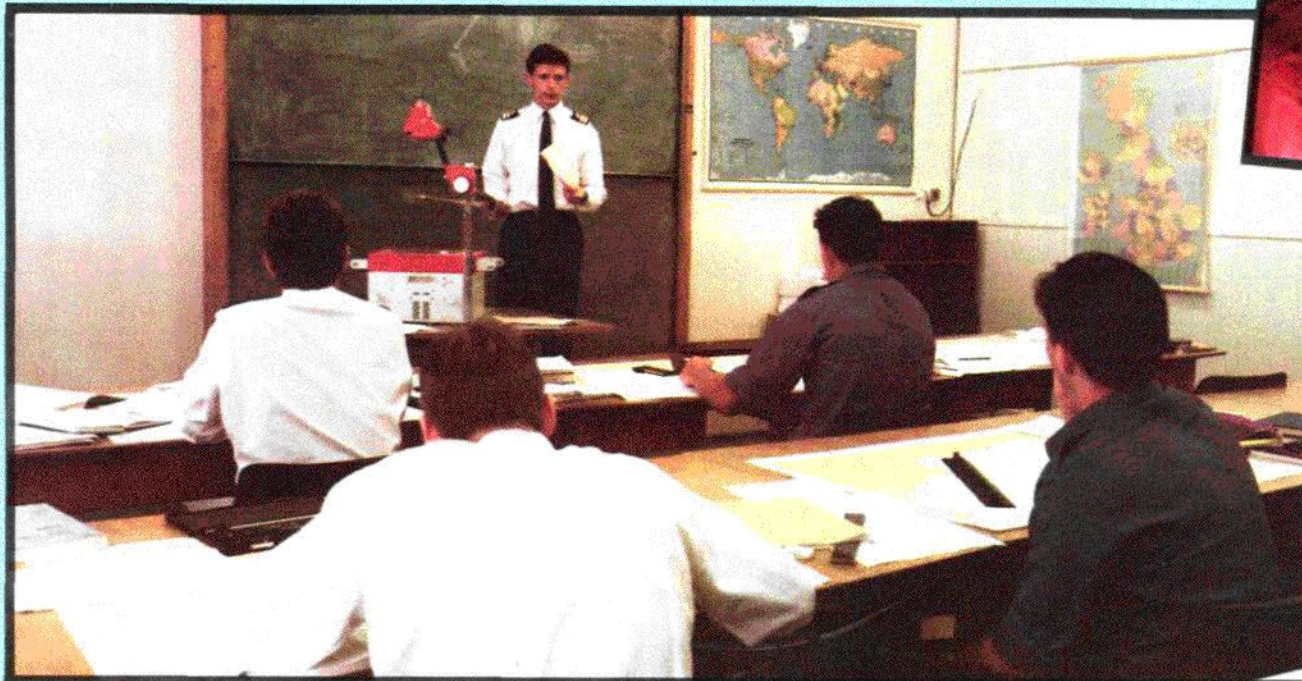
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## Navy 'hotel' after star ratings



it a Fleet Accommodation Centre is, Commodore Hebron says, "a horrible misnomer".

The place showed its true worth as a specialist in the support of people when Naval Party 1600 — the support unit for the Gulf ships — formed up here. Its 110 members were in and out in less than six hours, on their way to Brize Norton to fly out to RFA Diligence at Mombasa — and in that time Nelson had sorted out their pay, next-of-kin cards and wills, offered advice on extra life insurance, brought their kit up to date and given them the necessary jabs and dental checks. All were issued with new respirators and had time to test them in the gas chamber.

Nearly 400 Royal Fleet Reservists were mobilised through Nelson during Operation Granby and 15 family support groups were set up in the Portsmouth area alone. More than 1,000 families were heartened by a visit from the Queen and the Duke of Edinburgh — and many have stayed in touch with each other since through the arrangement of Sunday lunches and coffee mornings during that time of anxiety for loved ones serving in the operation to liberate Kuwait.

In caring for much of the administrative and domestic needs of Naval people in the Portsmouth area — and beyond — the Supply Department has over 3,000 customers dealing with one main and five sub unit personnel offices at any one time and an annual throughput of 15,000.

It organises the distribution of 17,000 Naval trophies and is the Distributing Authority providing a CB and BR service. The Naval Stores organisation carries 25 live permanent loan records and the cash clothing store has an annual turnover of £600,000, serving many people based overseas as well as those in ships and establishments in the South East.

Catering is one area of Nelson's activity that is set to take on a whole new look. As the Victory Club completes a major refit at the end of this month, plans are afoot to completely modernise the junior rates dining hall — "to get rid of that 1960s barn-like image" says Commodore Hebron.

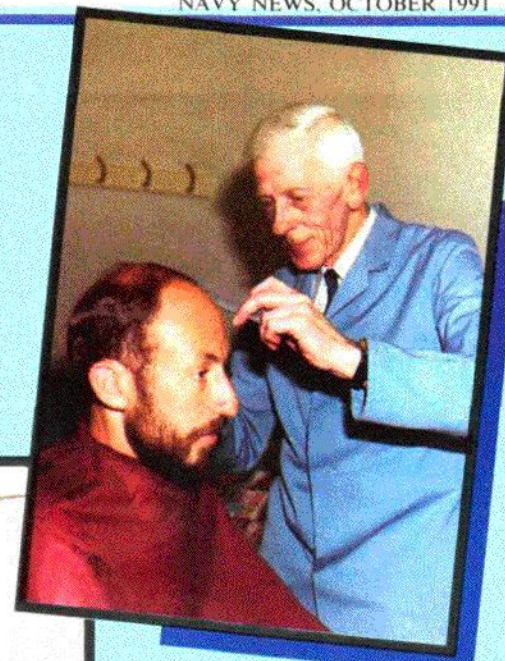
There are also moves to convert a large part of the Automat to a fast food outlet, operating virtually a round-the-clock service.

"The Navy may be slowly shrinking, but the accommodation requirement for officers here is going up by three per cent each year as there seem to be more and more of them going on more

and ever-longer courses.

"The demand for married quarters by officers is also actually increasing. It seems to me, then, that as long as we have a Navy there will be a need for an establishment like Nelson to look after them — and the 2,000 junior rate and 600 senior rates we put up here.

"We are talking about more than half a million bed nights each year — and if we are going to be called the Navy's biggest hotel, then I would like to make that a real hotel service. Made-up beds for WOs and CPOs, blankets in the junior rates mess instead of the bedding store are part of that plan — but we have a long way to go yet."

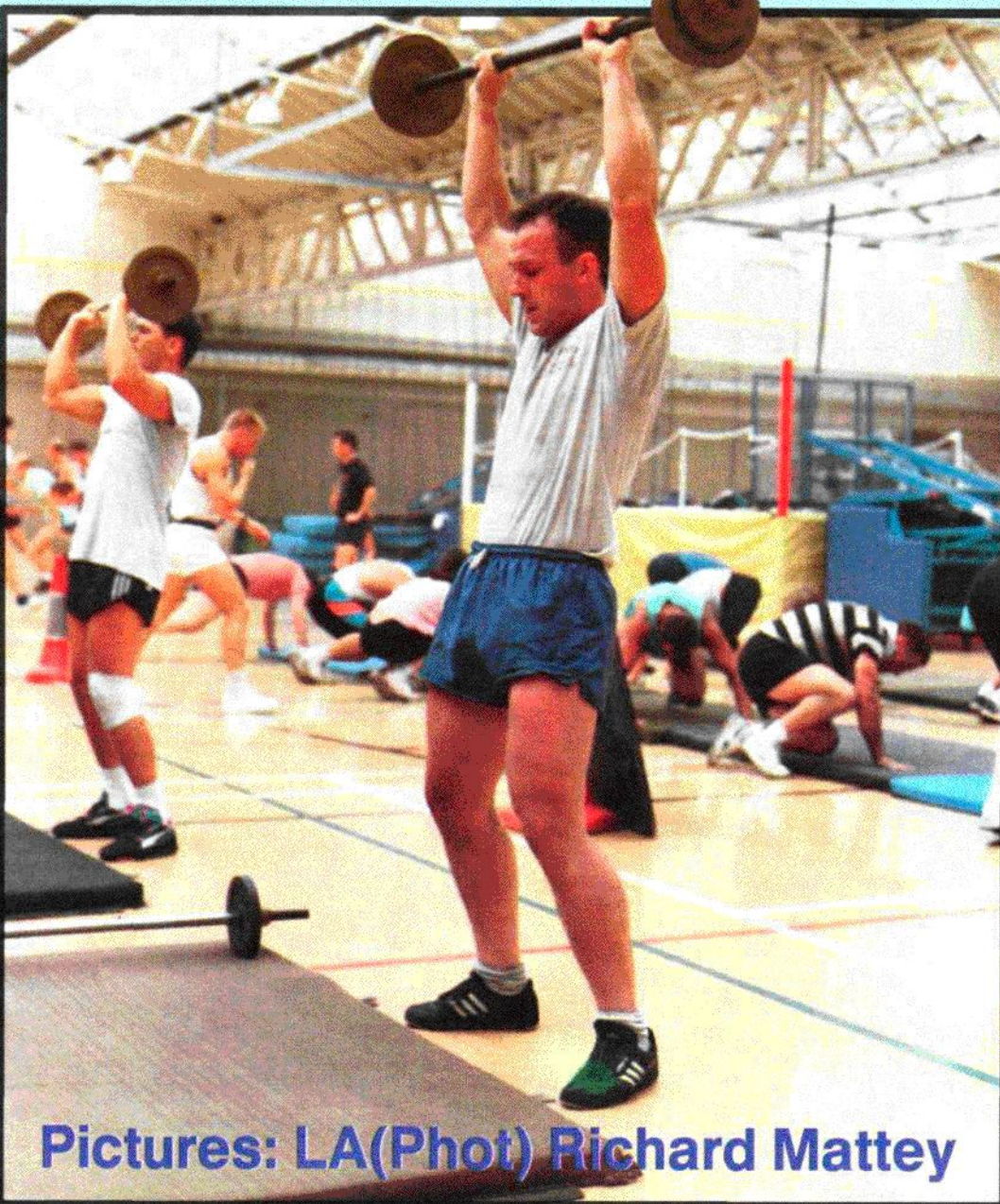
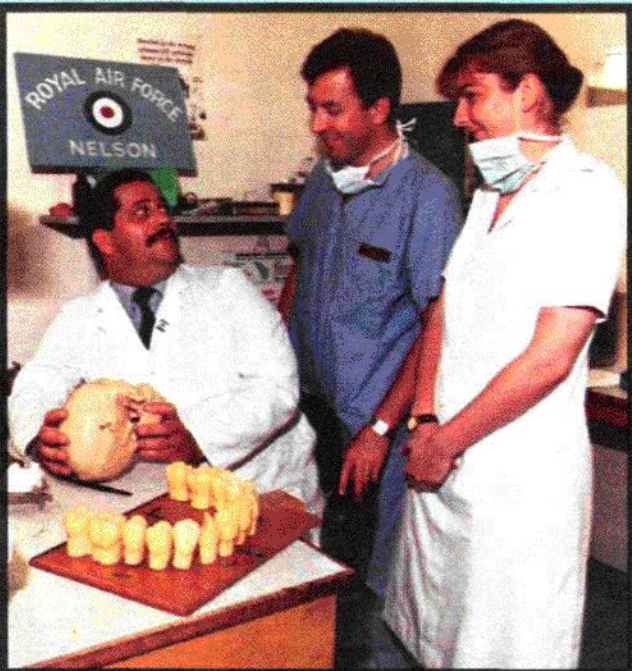


● Above: A cut above the rest — Norman Thorne, HMS Nelson's barber of 18 years, has kept many of his customers who have since left the Service. Now self-employed, he was a NAAFI hairdresser with aircraft carriers in the Far East for 11 years before that.

● Left: Navigation and history — Lieut. Phil Smith steers another eight-week passage to GCSE success.

● Below, left: Joint Service Operation — Sgt Emlyn Roberts defends his corner at 'RAF Nelson' in case the Navy's biggest dental practice tries to bite off more than it can chew. Surgeon Cdr. Mark Weston and Wren DSA Julie Elton say there is no sign of decay in the relationship — despite the plaque on the wall.

● Below: PT powerhouse — HMS Nelson's bright and airy gymnasium, a drill hall built for the Duke of Connaught's Volunteers over a century ago, provides one of the best indoor sporting venues in the south of England.



**Pictures: LA(Phot) Richard Matthey**





# 24 carat mystery

CHRISTOPHER Columbus' status as the discoverer of the Americas has been chipped about a bit in recent years. It had long been known that the Vikings got there first; Tim Severin's Brendan Voyage proved an Irish monk could have made the crossing; even more improbably, it was shown that the ancient Egyptians might have made it on a bundle of reeds, though Thor Heyerdahl justified his Ra expeditions with a catalogue of archaeological parallels.

With the 500th anniversary of 1492 looming on the horizon a whole new world of speculation is likely to open up — and in Columbus — For Gold, God and Glory (Hodder & Stoughton £19.95) John Dyson follows the accepted pattern of retracing an ancient mariner's course in an authentic reproduction of a contemporary vessel to suggest that not only did Columbus know where he was going and may well have possessed a secret map, but that his motive was not to find a new trade route to the East after all. He was after gold, pure and simple, and had a strong suspicion as to where he might find it...

## Contrary

It took another master mariner, Dr. Luis Coin, sometime lecturer at the University of Cadiz, to realise that Columbus may have deliberately covered his tracks. Though his log had always been regarded by historians as a reliable document, Coin found it contained obser-

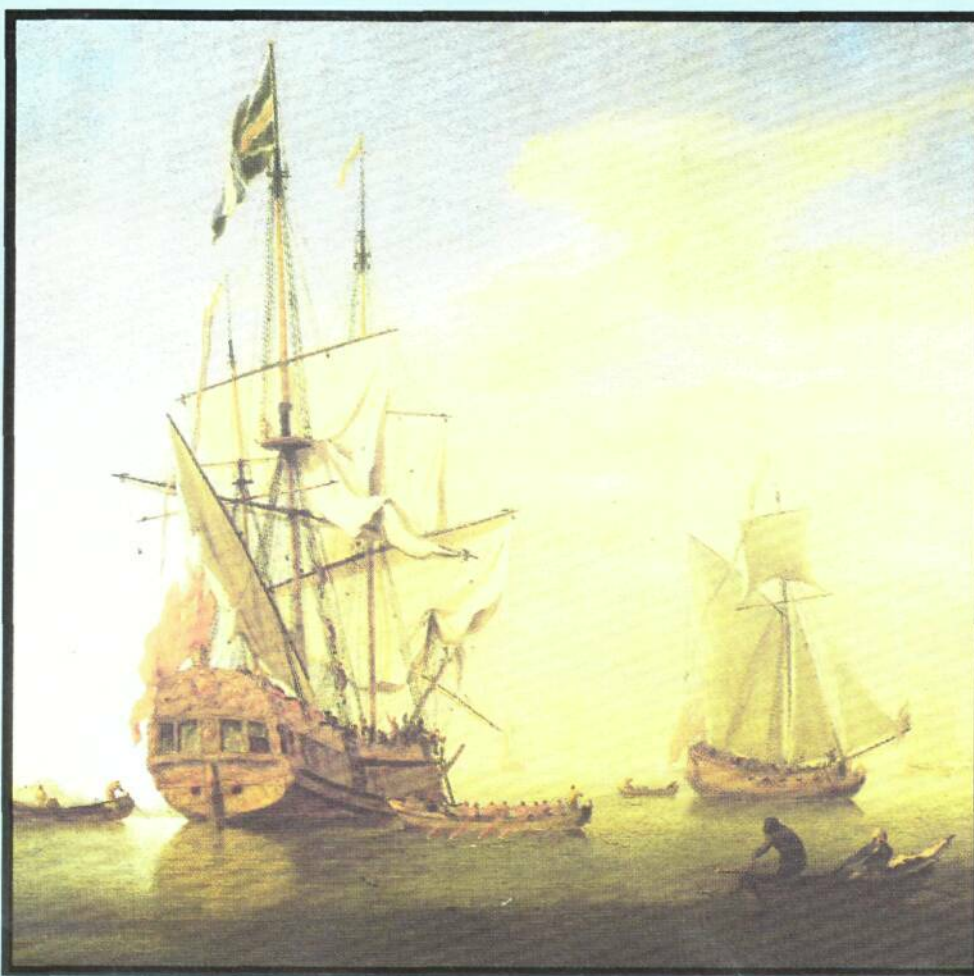
vation that did not make sense — for instance, Columbus complained of contrary currents that do not exist west of the Canaries where he said he was sailing, but the current would have been against him had he been heading south.

Thus he suggests Columbus falsified his "diario" to conceal his true route deep into Portuguese waters — where capture would have meant certain death.

Afficionados of medieval detective stories will find much to excite the imagination here — why, for instance, did the first known map of the New World include long stretches of the Venezuelan and Gulf of Mexico coastline which had not been explored before it was published in 1500?

Columbus was in the pay of Spain and political considerations demanded a whole series of cover-ups to conceal the importance of his discoveries from rival maritime powers. No big surprise there, certainly. — JFA

# The illustrated Pepys



"Sixth rates in a calm" by Willem Van de Velde, brilliant contemporary of Pepys.

SINCE Richard Ollard's Pepys appeared in 1974 Robert Latham has completed a definitive transcription of the complete Diary with Companion and Index and a best-selling single volume Shorter Pepys comprising an abridgement of about a third of the text.

"Nothing of comparable importance has appeared or is likely to appear in any field of Pepysian studies," Ollard now avers in the preface to a new illustrated version of his own book (Sinclair-Stevenson £25) — but surely he is being over generous? The lasting appeal of the great — perhaps the greatest — of our Naval administrators is that he was not so much, after all, a man of his own times as of all time, and so must continue to fascinate succeeding generations of readers and scholars.

Contemporary illustrations add a fresh charm to a biography characterised by an elegant but essentially modern prose that is worthy of its subject. Perhaps the best are provided by Willem van de Velde, doyen of maritime artists in the period that saw the flowering of Dutch landscape, who was long in England during Pepys' lifetime and whose "fidelity to seamanlike detail... is as conspicuous as beauty of execution." — JFA

"AGAIN and again ships have vanished incredibly quickly and, while shipbuilders and naval architects endeavour to take every possible eventuality into consideration, each new sinking produces something they haven't allowed for."

So writes John Harris in his introduction to *Lost at Sea* (Mandarin, £3.99). This former merchant seaman, who has more than once had to swim for his life, recounts the fates of ships ranging from Henry VIII's Mary Rose to the Herald of Free Enterprise and the Marchioness.

Storms, shipwreck, war and mutiny — all rear their ugly heads in these true

## NN In Brief

stories of disaster. Among the Royal Navy vessels covered are HM ships Royal George, Lutine, Hampshire, Captain and Victoria.

Among the new titles in Osprey Military's Elite Series are *The Texas Rangers* by Dr Stephen Hardin and illustrated by Richard Hook,

and *Afrika Korps 1941-43* by Gordon Williamson, illustrated by Ron Volstad. Each costs £7.50.

Worth its considerable weight in gold is *The Macmillan and Silk Cut Nautical Almanac 1992*, published by Macmillan at £19.99. It contains the essential navigational data needed by yachtsmen for the waters round the United Kingdom, Ireland and the coast of Europe from the border of Spain and France on the Atlantic coast to the North Sea border of Germany and Denmark.

# Arnie's unstoppable hit machine is box office manna

THERE'S a new line in Terminators this year. The old T-800 familiar from the original picture has been superseded in *Terminator 2 — Judgment Day* by the T-1000, part-actor, part computer-generated special effect, liable when under attack to liquefy into a sort of bad tempered puddle, before assuming some even more threatening shape.

And that's not all that's changed. The neanderthal hulk which was the A. Schwarzenegger of yesterday continues his metamorphosis into loveable Arnie, protector of the weak, friend of children and, no doubt, congressman-in-waiting. Indeed, the film forgets for whole stretches that he's supposed to be a machine, as it concentrates on his paternal relationship with the adolescent hero — a tiresome tyke whom most audiences would be happy to see suffering termination circa Reel 2.

Otherwise though, the movie is pure action, a Brock's benefit of fire and explosions, a demolition derby of careening, cart-wheeling vehicles, a stuntman's pipe-dream of bodies hurtling from buildings, crashing through walls. At the centre of it all is Schwarzenegger, as monolithically impassive as ever, in contrast to Linda Hamilton, burning up the screen in a performance of unbridled ferocity.

A much gentler fantasy-figure is Edward Scissorhands. He's a whey-faced, black-garbed teenager, provided by the mad scientist who created him with an assortment of blades where

his hands ought to be — the

## Screen Scene

sort of character, you might think, for whom the services of a Terminator would be indicated.

In fact, Edward is kind, anxious to please and dangerous only to himself when trying to scratch. We never actually learn why the scientist decided to build a human version of a Swiss army knife — no doubt by casting Vincent Price, looking nuttier than a vegetarian's rissole, the film makers hoped to place the matter beyond discussion.

Be that as it may, the picture tells of the bizarre Edward's efforts to conform and settle down in small town America. Alternately comical and touching, it's a refreshingly offbeat attraction, not really like anything else one can think of. Pop idol Johnny Depp stars in the title role, with Winona Ryder as his high school innamorata.

It was the withdrawal of an ailing Ms Ryder from the cast of *Godfather Part 3* and her replacement by Sofia Coppola, the director's

daughter, that had the movie hitting the headlines before anyone had so much as plugged in a camera. Perhaps the first thing to say about the *Godfather* series is what a gripping, virtuoso piece of film making it amounts to: rambling, complex, peopled by vivid characters, punctuated by spectacular action set-pieces. An epic, in fact — for once the over-used term is exactly appropriate.

The second thing to say is that the films present a sanitised, even admiring picture of a bunch of people, the Mafia, who might charitably be described as the scum of the earth. What are we to make, for instance, of Don Corleone announcing that he draws the line at peddling drugs? Considering the things he *doesn't* draw the line at, murder and extortion being but two of them, one's admiration for such delicate scruples remains somewhat muted.

Still, moral qualms apart, it must be conceded that Coppola presents his romanticised gallery of Borgia-like Dons, hatchet-faced hitmen, treacherous Vatican fixers and so on with all his customary flair and eye for the telling details.

Bob Baker



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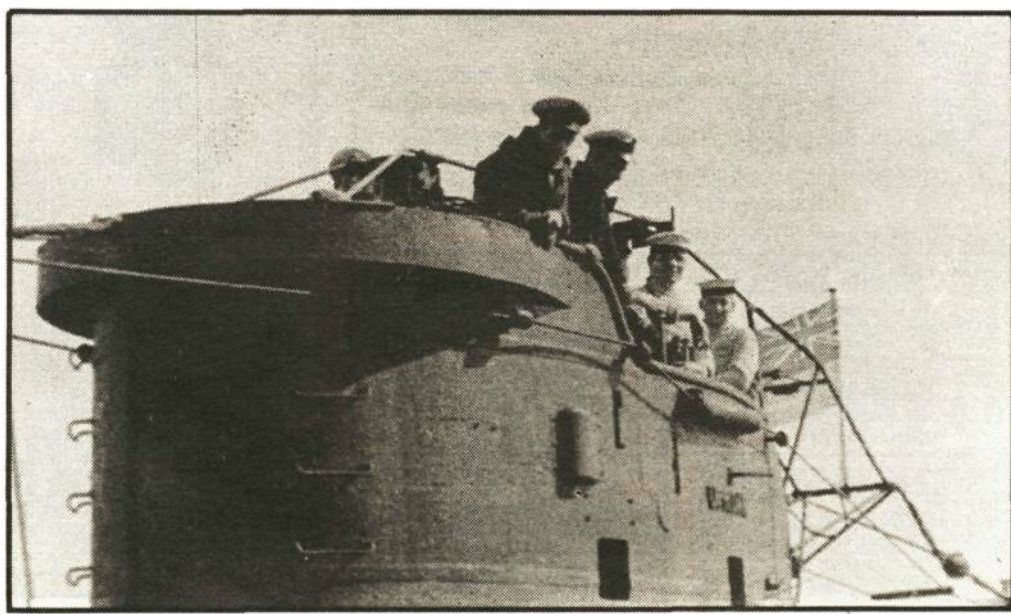
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# Malta's fabled giant-killers

## remembered



Wherever the Army landed from the sea, especially in the Mediterranean, submarines spearheaded the operation, marking the beaches and signposting the way. In this picture from *The Fighting Tenth HMS Uproar*, under the command of Lieut. L. E. Herrick DSC (left), leaves Maddalena to mark the Anzio beach. Second from right is Signalman Gus Britton, who remembers flashing the letter "B" seaward from a six-inch Aldis lamp once a minute to guide the invasion fleet in.

THE MEN of the Tenth Submarine Flotilla, based on Malta in the Second World War, comprise the Submarine Service's most celebrated pantheon. Their effort in cutting Rommel's supply lines across the Mediterranean to North Africa was recognised by the Desert Fox's Chief of Staff, General Begelein, as crucial to his defeat: "We should have taken Alexandria and reached the Suez Canal had it not been for the work of your submarines."

For Rommel had never been able to plan ahead with confidence, owing to the depredations effected by Malta's tiny force of light-weight U-class submarines, at 540 tons the smallest units, apart from the midge X-Craft, in RN service.

For all that they collected five VCs and a host of lesser decorations for gallantry and suffered appalling losses — up to 50 per cent. at one stage — their vital contribution has often appeared misleadingly prosaic; the sinking of troop ships and supply vessels of all shapes and sizes is not easily invested with the glamour of combat between surface forces.

### Successful

Even the successful outcome of an encounter with a U-boat — which brought an automatic DSO — did not usually invite the rebate of a depth charging, for submarines were usually unescorted.

Somewhat unfairly, the U-boats in the Atlantic, "the only thing" Churchill declared had really scared him in the whole course of the war, have been accorded film star status — latterly, through the TV series *Das Boot* and at the time, when they returned from their raids to be greeted with flower garlands and the whirr of cine cameras.

John Wingate's history of *The Fighting Tenth* (Leo Cooper £24.95) is not the first at-

tempt to set the record straight. Rear-Admiral George "Shrimp" Simpson who commanded the flotilla through its finest hour during Malta's second great siege, produced his memoirs 30 years ago "as a duty and as a tribute to my men ... of whom more than half were killed in action."

But Wingate draws on contributions from over 60 survivors, including the stories of the Poles, French and Dutch — "resolute submariners who renounced everything to join us ... many had no next of kin, their families having been exterminated or incarcerated."

### Precarious

There are one or two sins of omission here, though. Irresistible is the story of a real-life Warsaw Concerto played by Boris Karnicki, CO of Sokol, who when his flat in Sliema was

wrecked in an air raid found his piano still precariously perched on what was left of the fourth floor of the building.

### Sikorski

Having rescued from the rubble the treasured Virtuti Militari — which General Sikorski had plucked from his own chest to decorate his star Polish commander — Boris climbed up and defiantly banged out the Polish Grand March.

Most of the Malta "aces" were young lieutenants in their twenties — so some of those who survived the war are still with us. Wanklyn, whose VC and three DSOs made him the most highly decorated Navy man of the war, was lost in Upholder. His long-time First Lieutenant Tubby Crawford survived to command Unseen. Both submarines live on with

the new U-class — though why Unicorn, whose previous incarnation was as an aircraft maintenance ship, was chosen for the fourth in the series defies all logic.

No more damning indictment of the blinkered conservatism of the Admiralty between the wars can be found than in its failure to appreciate the role and needs of its submariners.

Though the strength of the flotilla was maintained at a reasonable level its purpose remained unclear and when the time for action returned, as Vice-Admiral Sir Hugh MacKenzie — a distinguished Malta skipper who later became Chief Polaris Executive — has observed: their commanding officers were "quite criminally ill-prepared".

In *Submarines and the War at Sea 1914-18* (Macmillan £20), Richard Compton-Hall is characteristically scathing of

the powers-that-be who seemed to have left the Royal Navy lagging behind her German counterparts in almost every corner of the field.

### Undergarments

Practically all the U-boat designs had the edge on even the most successful British E-class, particularly in endurance; their living conditions were at least "less horrible"; and the German leather clothing "to say nothing of warm undergarments", was superior to anything the Royal Navy produced for another 40 years or more.

Indeed, "the Admiralty's mentality with regard to creature comforts was reminiscent of the early nineteenth century rather than the twentieth" and it is easy to agree that if more had been done here — and it could have been, at small expense — there would have been a proper return in efficiency.

That the well-known excellence of German optics produced periscopes 100 per cent better than ours comes as no surprise. Their torpedoes were more reliable too — but in an era when anti-submarine measures were primitive and often hilariously impractical — British suggestions included the use of giant magnets to draw U-boats to the surface and even the training of sealions to track them down — gun actions were a much better option than they would be a quarter of a century later.

### Leisurely

In terms of tonnage sunk, Lothar von Arnauld de la Periere qualifies as the greatest submarine ace of all time — but he made little use of torpedoes and his leisurely approach — open fire at 6,000m, close to 3,000m, wait until the target's crew had abandoned ship and then finish off with carefully aimed shots at bow and stern — would not have allowed him to survive long in a 1939-45 scenario.

Despite the notable deficiency

described here, British commanders enjoyed significant successes, too — most notably, perhaps, in the Sea of Marmara where Boyle, Nasmith and Holbrook won lasting fame.

Development of the submarine, so nearly the decisive weapon in both world wars, when the havoc it caused along the supply routes far outweighed its value against purely military targets, took a giant leap with the incorporation of nuclear propulsion and long-range ballistic missiles, which combined to give it a truly global strategic capability.

### Proliferation

The expense of acquiring and maintaining such a capability may have restricted its proliferation — but the more narrow application of submarine technology has always had an appeal to lesser maritime powers who have seen it as a cost-effective way of exercising naval power on a smaller scale.

In *Submarines of the World* (Salamander £18.95) David Miller records how Austria-Hungary, Brazil, Chile, Denmark, Estonia, Latvia, Greece, Norway, Turkey, Poland, Spain and Sweden all had submarines in the early decades of this century — and some had a pioneering interest that dated much further back.

More recently even Third World countries have shown an interest in using submarines to exert pressure on or protect themselves from their neighbours.

An interesting development has occurred in Taiwan, where despite pressure from the People's Republic the Nationalist Navy has acquired two derivatives of the highly successful Zwaardvis Class — the first post-war Dutch submarine export order — thus forming the nucleus of a modern flotilla in a country that found itself increasingly isolated after the United States rapprochement with mainland China.

— JFA

## Four hundred souls: the tragic price of Peri's eccentricity

FOR all its romantic-sounding title, *Fidelity Will Haunt Me Till I Die* (Royal Marines Historical Society) is imbued throughout with a sense of futility.

The story of a tramp steamer fitted out as a Q Ship and sent off on a secret mission to the Far East under the command of a self-confessed Corsican pirate with his erstwhile mistress embarked as cypher officer certainly has the makings of a first-class thriller — if the project had ever got off the ground.

But the *Fidelity* was quite unsuited to the role — and Claude Peri, aka Cdr. Langlais, for all his flamboyant death-or-glory bluster, should never have been entrusted with the lives of the 400 souls — including a company of RM Commandos — who perished with her when she was torpedoed by a U-boat off the Azores, having hardly turned the corner from home.

Her last voyage takes up only a small part of Peter Kingswell's painstaking reconstruction of an episode that was understandably swept

under the carpet — one Admiralty officer, in attempting to deal with enquiries from bereaved relatives, could only conclude that her entire career had been "a phoney ... I have been led to believe that the only honest incident in the whole of *Fidelity's* history is that she was sunk."

Chief interest lies in the bizarre training programme set up for her team of Marines in the village of Chale on the Isle of Wight in the summer of '42 — and the helpless sight of the young officers who saw their doom written in Langlais' eccentricities.

As when he casually fired a revolver into the ground at the heels of a visiting RM captain: "I just wanted to see how you would take it," Langlais grinned — and carried on with his game as the furious officer walked away. He should never have been allowed to play at soldiers for real.

(Available at £5.50 plus £1.50 p&p from Royal Marines Museum, Eastney, Southsea, Hants, PO4 9PX.)

— JFA

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a visit.





# At Your Service



## Calling Old Shipmates

**HM ships St. Vincent, Victory, Marauder and Brigand:** Ex-Sig. Reg. Frampton, 3 Link Way, Ham Richmond, Surrey TW10 7QT, would like to hear from any RNVR (Sept.-Dec. 1939) and from members of the Rescue Tug Service.

**HMS Newfoundland (1942-59):** Former shipmates are sought to attend reunions. Please contact Tom Parkinson (ex-PO Radar Mech.), 19 York Ave., Coppice, Oldham, Greater Manchester OL8 4BY (tel. 061 6247362).

**HMS Morecambe Bay (1949-52):** Capt. D. J. (Paddy) Coakley, Box 2030A, RR2 Granville Ferry, NS Canada, BOS IKO wishes to contact ex-Yo. Sig. Peter Mannix.

**Anthony (Stuffer) Stower** — former NA-MIA(AE) believed to be still serving. Ex-oppo Colin Larkin, formerly A/LAM(AE) D151700P, would like to get in touch again. Contact him at 2 Rue Lhomond, 80800, Amiens France.

**Michael P. H. Bryan:** Mrs C. V. H. Bryan, 1906-820 5th Avenue, Calgary, Alberta, Canada T2P0N4 would like news of her stepson Michael Bryan.

**HMS Nubian (1964-66):** G. P. Nicklin (tel. 0329 439300) would like to hear from LS David (Fred) Garlick and AB Paul Fielder.

**FAA (1961-70):** A (Twiggy) Beech, c/o 7 Summer St., Woodside, Aberdeen AB2 2EY, ex-899 Sqn. and HMS Ark Royal would like to hear from former shipmates including Tony Slater, Jerry Rimmer, Speedy Quick and Roger Cross.

**HMS Maidstone:** Mr K. Smith, 35 Hawksfield, Letchworth, Herts SG6 4JE would like to hear from former shipmates who served with his father Arthur Smith in HMS Maidstone during the Second World War.

**HMS Cromer (1939-42):** The ship's company of the present HMS Cromer, a Sandown Class Single Role Minehunter just completing building at Vosper Thornycroft's Woolston Yard, would like to hear from former shipmates of the wartime Cromer. Write to Lieut. T. J. Russell, HMS Cromer, c/o Vosper Thornycroft (UK) Ltd, Woolston, Southampton, Hants.

**HMS Jaguar (1961-62):** Chris Selby (tel. 0548 580598) would like to contact ex-AB Jan Veal and any of the "Dainty" 1965-67 shipmates.

**SS Wolfhound (1941):** Wally Baldock, 69 Lynton Rd., Hadleigh, Essex SS7 2QG would like to hear from former shipmates who served on board when the ship went to Crete in 1941.

**HMS London (1943-45):** Mr D. Cooper, 55 Land St., New Elgin, Morayshire, would like to hear from former shipmates, particularly ABs Robert Burns, of Cleator Moor, Cumberland, and Joe Larvin, of Chester.

**HMMLs 287 and 265 (Freetown 1941):** Ex-ASDIC Alec Nelson, 48 Deeble Rd., Kettering NN15 5AU, would like to hear from former shipmates.

**HMS Devonshire (1941-42):** Ex-AB Bill Pye, South Lodge, Stifford Clays Rd., Stifford Clays, Grays, Essex (tel. 0375 375328) would like to hear from former shipmates, particularly those from 23 Mess.

**MTB 782** mined off the River Schelde while operating out of Ostend Dec 28 1944. If you are, or know of, a survivor, in particular the commanding officer Lieut. P. W. Rickards, navigator Sub-Lieut. Whitehead, cox'n PO Monk and Q/R Mansell who all subsequently joined 792, please contact A. W. (Jimmy) Green, 32 Collier Row Lane, Romford RM5 3BH (tel. 0708 761651).

**BYMS 2063 (1943-45):** Jack Owen, 40 Barrine Dr., Pindari Hills, Nerang 4211, Queensland, Australia would like to hear from former shipmates.

**HMS Grampus (1940):** Would anyone who knew, or served with C.E.R.A. Arthur Edward Wallis (M35030) who was lost on HMS Grampus in the Mediterranean in June 1940, contact his son, Martin Wallis, with any information they may have on him. Please telephone or write to Martin Wallis, 147 Viney Ave, Romsey (tel. 0794 522300).

**HMS Ganges (1952):** Bungy Williams, 392 Class, 18 Mess, Grenville Division, would like to hear from former classmates. Con-

tact him at 3 Westcombe Crescent, Radford Park, Plymouth PL9 9QQ.

**HMS Scorchier (1955):** John W. Fraser, Flat 103A, Meadow Farm Dr., Sundorne, Shrewsbury SY1 4JX (tel. 0743 367175) would like to hear from former shipmates, in particular Moose Parsons, Nick Carter and Alfie Mullett.

**Lieut.-Cdr. Stanley W. More:** Mr. W. C. Ablett, 197 Franks Rd., Dovercourt, Essex would like to contact Lieut.-Cdr. Stanley W. More RNVR who was based in Singapore 1945-46.

**STD Ronald Sloane:** Leslie Swain, 44 Argyle St., Ryde, Isle of Wight PO33 3BY would like to hear from STD Ronald Sloane who came from Old Trafford, Sale, Manchester.

**HMS Indefatigable (1950):** Mr H. Brown, 204 Valence Wood Rd., Dagenham, Essex RM8 3AH (tel. 081595 5611) would like to hear from members of Seaman Training Class 121 Mess, "Hood Class", in particular his instructor PO Ron Harwood (ex-HMS Penelope), Bashforth, Bullard, Dannatt, Jenkins, Hazelton, Lucas, Mackay, Marshall, Martin, Rolls, Snaith and Wier.

**HMS Furious (1940-42):** R. Horn, 11 Park Way, Colne, Lancs BB8 9SU (tel. 0282 862005) would like to hear from shipmates who served with him in HMS Furious, in particular Sid Walmesley, Stan Higham and Bill Shannon.

**HM submarine Torbay (1941-44):** Leslie Howard, 125 Broomspring Lane, Sheffield S10 2FD (tel. 0742 723640) would like to hear from former shipmates.

**HMS submarine Oxley,** sunk by HM submarine Triton, Sept. 10 1939. Diana Rogers, 26 Hillcrest, Turbury, Burton-on-Trent DE13 9JD (tel. 0283 814313), daughter of C.E.R.A. Ronald Lomas (Olympus 1929-33, Seawolf 1935-36 and Pandora 1936-39) would like to hear from anyone who knew him.

**HMS Braganza:** K. B. Holder, Leckhampton, Cheltenham, Glos., would like to hear from Lieut.-Cdr. Midgely Corva.

## Over to You

**Gallipoli memorials:** The Gallipoli Association is anxious to receive information on memorials to those who served in the campaign, 1915-16. Please send details to David Saunders, The Gallipoli Association, Woosung, Pointfields, Hakin, Milford Haven, Pembrokeshire SA73 3EB (tel. 0646 692316).

**The Chatham Islands,** about 200 miles east of New Zealand, were discovered on Nov. 29 1791 by HMS Chatham, commanded at that time by Lieut. W. R. Broughton, who eventually made it to Flag rank. The Islands are celebrating their bi-centennial and the chairman of the Chatham Island County is keen to try and trace any living descendants of Broughton. Anyone with information should contact Capt. M. J. Matthews, British High Commission, PO Box 1812, Wellington, New Zealand.

**HMS Maidstone:** A. J. Perry, 7 Richmond House, 21 Marlborough St., Faringdon, Oxon SN7 7JR (tel. 0367 240260) is trying to trace the whereabouts of a plaque which used to hang in the ship's chapel. It bore the names of submariners lost in the Mediterranean during 1943.

**HMS Indomitable:** D. L. Edwards, 13 West St., Ears Barton, Northampton, would like to know if there is a HMS Indomitable Association and, if so, if it is possible to buy a blazer badge.

**HMS Jervis (1941-42):** Mr A. Hemans, 1 Nettles Terrace, Guildford, Surrey GU1 4PA, plans to build a model of the ship and would be pleased to hear from any readers

who may be able to provide him with a photo. Drawings of the Napier and Kelly would also do. All photos and drawings would be well looked after and postage will be refunded.

**HMS Triumph:** John Bull, 1 Pearl Close, Beckton, East Ham, London E6 4QY, has in his possession a photo of the ship's company showing the wings of 274 Sqn. Any former shipmates who would like the photo should send a 10 x 6 s.a.e.

**RNNS Cookham Camp (1947):** In front of the dais on which Cdr. Neville Napier took the daily salute was a war memorial, taking the form of a wooden book with its pages open on which, carved into the wood, were the names of all the officers and ratings killed or missing from Chatham's manning depot's communication branch during the First World War. George Flanigan, 114 Sunrise Ave., Chelmsford, Essex CM1 4JR would like to know what happened to it.

**HMS Abdell (1941):** John Barlow, 65 Lower Cross, Cross Houses, Shrewsbury SY5 6JX (tel. 0743 761438) would like to hear from anyone who was on board when HMS Abdell made a special run to Tobruk during the siege to pick up General Sikorski, the Polish Prime Minister and C-in-C Polish Forces, at the harbour entrance.

**HM ships Hawkins, Frobenier, Raleigh and Drake:** Colfe's Preparatory School in Lewisham is divided into four houses named after the above-mentioned famous mariners/ships. The Clerk to the Trustees of the school is endeavouring to compile an

information board for display in the school giving details of the men and ships that have borne the above names. Anyone who has photographs which they are prepared to loan to enable prints to be made is asked to write to The Clerk to the Leathersellers' Company, 15 St. Helen's Place, London EC3A 6DQ.

**Sunderland Flying Boat Operations:** Andrew Hendrie, Sandy Ridge, Amberley Rd., Storrington, West Sussex RH20 4JE, is writing a book about Sunderland Flying Boats and from RAF records has found there was often close liaison between the Sunderlands and HM ships. He would like to hear from any readers who may have information concerning these operations with particular reference to HMS Witherington (1940), HMAS Stuart (1940), HM ships Suffolk (1941), Castleton (1943), Drury (1943) and Amethyst (1949).

**HMS Alacrity:** During a visit to New Zealand in 1949 HMS Alacrity was presented with a Maori carving which was fixed to the foremast and which, during a refit in Hong Kong in 1950, was painted by Chinese painters to resemble a dragon. The last time it was seen was when the Alacrity was in the mothball fleet in Portsmouth. Anyone who knows of the carving's whereabouts should contact Frank Brady, c/o S. Powers, 181 Wollaston Rd., Irchester, Northants NN9 7DD.

**Greek Campaign (1940-41):** Ed Horlington, 163 Walton Rd., Walton on Naze, Essex CO14 8NE, has written a book, giving views and records of the campaign, including several naval reports. Anyone interested in the book should contact him at the address above.

**Armed merchant cruisers Laurentic and Patroclus:** A. E. Langford, 21 Chilton West View, North Shields, Northumberland NE29 0EP (tel. 091 258 2188 — home, 091 261 1841 — work), is writing a magazine article on the sinking of the armed merchant cruisers Laurentic and Patroclus by U-99 on Nov. 3/4 1940 (his great uncle, Lieut.-Cdr. (E) George Holme RNR was one of the Laurentic's engineer officers) and would like to hear from survivors.

**Operation Pedestal:** To mark both the 50th anniversary of Operation Pedestal and the awarding of the Siegfried Medal in April 1992, Praetorian Press is considering bringing out a special 50th anniversary edition of Pedestal. Further details are available from the author Peter C. Smith, Foxden, 12 Brooklands Rd., Riseley Bedford MK44 1EE.

**P612 Murat Reis:** Harold Bartlett, 1 Walsingham Gardens, Southampton SO2 2QD, would like a photograph of the submarine P612, a boat built for the Turkish navy in 1942.

**Grenville Division Artificer Apprentices:** A 50th anniversary reunion is being held at the Hospitality Inn, Southsea, on Nov. 6 for all ex-apprentices who joined HMS Figueira at Torpoint on Aug. 14 1941. Further information can be obtained from Keith Rowland on 0305 884079.

**HMS Caledonia:** A reunion of artificer apprentices of the Dec. 1951 passing out class has been arranged but organisers are still trying to contact the following shipmates — Alan Alderton, Bob Butt, Peter Elliott, Frank King, James Lowe, Derek Payne, Arthur Taylor, Denis Thompson, Ron Westgate, Peter Wilkinson, John Woodland and John Wright. Anyone able to help in tracing their present whereabouts please contact Pat David, 12 Spinney Close, Emmer Green, Reading, RG4 8TB (tel. Reading 471444).

**HMS Velox (1940-41):** R. G. Podmore, 5 Parkinsons Way, Trusthorpe, Mablethorpe, Lincs, would like information regarding a V and W Association.

**HMS Broadsword 1982:** There is growing demand for a tenth anniversary reunion of the Broadsword Bomb Alley survivors, provisionally booked for May 30, 1992, at the Union Jack Club. For more details, and your support, contact Portsmouth Naval Base ext. 24033/23665 or write to Fleet Engineering Staff (Attn: W3B50, Whale Island, Portsmouth PO2 8ER).

**Fleet Air Arm Assn:** It is intended to open a new branch in West Sussex, most probably based in the Ford area. Any ex-FAA members who would be interested in helping to form this new branch or would like to join are invited to contact Mr D (Dixie) Dean, 9 Stean Furlong, Wick, Littlehampton, W. Sussex BN17 7NN (tel. 0903 726347) for further information.

**Old Illustrians Assn:** A reunion weekend has been arranged at the Grand Hotel, Llandudno on Nov. 22/25. Details from Hon. Secretary Colin Pickford, Moss Cottage, Ashbourne Lane, Chapel-en-le-Frith, Stockport SK12 6PA (tel. 0298 814472).

**HMS Ark Royal (1953-78):** A reunion of senior rates will be held in the WO's and SR's Mess, HMS Drake, on Oct. 19. For tickets send a s.a.e. to Mr Joe Case, 61 Tyndale Close, Chaucer Way, Plymouth PL5 3ER or tel. 0752 778566.

**HMS Cockade:** A fourth reunion will be held on Oct. 5 at the Clarendon Suites, Hagley Rd., Birmingham. Further information from Harry Unsworth, 29 Belgrave Rd., Newlake Est., Newton Abbot, Devon (tel. 0626 65414).

**North Russia Club** seventh annual dinner dance will be held on October 26 at the Granby Hotel, Harrogate, N. Yorks. Details from Les Jones, 35 Neagates, Charnock Richard, Chorley, Lancs PR7 5EY (tel. 0257 791632).

**HMS Cook (1962-64):** Former members of the ship's company interested in a reunion in Portsmouth in November 1992, please contact Tom Sawyer, 4 Victoria Road, Wood Lane, Rothwell, Leeds LS26 0AA. HMS Cook took part in the South Pacific Survey and ran aground on October 1, 1963 off Vatu-i-Ra, Fiji.

**HMS Naiaid (1940-42):** A Survivors Reunion is planned for March 11 1991. Anyone interested please contact Mr. H. Ring, 25 Thors Oak, Stanford-le-Hope, Essex (tel.

0375-678085) or Mr. W. Willis, 8 The Biggen, Duxford, Cambs CB2 4SQ.

**Royal Marines 50th Anniv.:** The Grand Reunion took place at Thurlstone Devon on 20 June 1991. 160 retired officers and NCOs returned to Thurlstone where they had attended the RM Military School from 1941-46. They marched through the village, led by the band of the RM Commando, to the church for a reunion service. Afterwards lunch took place at the Thurlstone Hotel.

**National Fleet Air Arm Assn:** The reunion was held 15/16 June at WO and CPOs Mess HMS Daedalus. On the Saturday there was a tour of the station workshops and facilities in the afternoon and the social and dance in the Mess in the evening. On Sunday, at the parade standard dedication and service, Guests of Honour were our Patron, Admiral Sir Raymond Lygo and Lady Lygo, our President, Rear Admiral C. Cooke-Priest, Flag Officer Naval Aviation and Mrs. Cooke-Priest, and Capt. R. Langton, Captain of HMS Daedalus. We would like to thank the Captain and Ship's Company of Daedalus for helping to make the reunion a most memorable and successful occasion.

**HMS Hyderabad, HMS Tynedale, SS Empire Lawrence, SS Empire Purcell:** A reunion is being held for ex-crews of these ships at the Royal Navy Assn. Club, Leamington Spa, on Saturday, March 1992. All interested please contact Steve Attwater, 7 Mickleburgh Avenue, Herne Bay, Kent CT6 6HA (tel. 0227-368111).

**HMS Bedouin:** Reunion will be held at Wakefield on weekend 13/14 June 1992 to commemorate the loss of the ship on Operation Harpoon, June 15 1942 — 50th anniversary. Names asap please to Gerald Barber, Chaymonne, Dereham Road, Mattishall, Norfolk NR20 3NL (tel. 0362-858284). This will be the last official reunion so it is hoped that as many as possible of the survivors will attend.

**George Cross Island Assn:** The island of Malta will, next year, celebrate the 50th anniversary of the awarding of the George Cross. A ten ton seige bell will be inaugurated in Valletta and the association welcomes any person who served between June 1940-May 1943, or the next of kin of those who survived within that period, to join in the ceremonies. Further information from F. Rixon, 10 Nepaul Rd., Tidworth, Hants SP9 7EU (tel. 0980 42402).

**HMS Indefatigable Assn:** All former ship's company and FAA Sqn. members are invited to join the association. A mini-reunion is planned for March 1992, either in Portsmouth or Bognor. For details send a s.a.e. to Jack Hibbard (894 Sqn.), 23 Canterbury Ave., Sholing, Southampton SO2 8EB.

**HMS Hood Assn.** laid up their old standard at TS Hood, St. Austell, Cornwall on Sept. 23. For further information about the association contact J. R. Williams, 14 Elizabeth Rd., Stubbington, Fareham, Hants PO14 2RF (tel. 0329 667983).

**HMS Nubian (1964-66):** The fifth reunion of the 1964-66 commission will be held in Portsmouth on Aug. 22, 1992. Anyone interested please contact CPO(OPM) Nicklin on 0705 756922 or 0329 43930.

**HMS Wild Swan:** During the early part of the Second World War schoolchildren from Corby adopted HMS Wild Swan. Any survivors of the ship are invited to an informal

reunion in Corby to be held in June 1992, the 50th anniversary of the sinking of the ship. Former shipmates should contact R. H. Shepherd, 1 Constable Rd., Corby, Northants NN18 0RT.

**HMS Dorsetshire:** The Survivors' Association welcomes former shipmates, relatives and friends to the 50th commemoration at Dorchester, Dorset, on April 4/5 1992. Details from H. W. Gollup, 3 Collishall Close, Hr. Ernesettle, Plymouth PL5 2PA (tel. 360478).

**RNPS (Fleetwood branch):** The 15th annual reunion buffet and dance will be held in the Marine Hall, Fleetwood on October 11. Tickets, limited to 300, cost £5.50. Further details from Charles Stewart, 41 Macaulay Ave., Blackpool FY4 4AG (tel. 0253 68097). The branch also sends best wishes to Harry Edgington who has resigned from the post of secretary.

**HM submarine Unruffled:** It is hoped to hold a midday buffet and drinks party at HMS Dolphin on April 9, 1992 to celebrate the 50th anniversary of the commissioning date. Would anyone who served in the submarine between April 1942 and November, 1943 and who would like to attend please contact H. V. Preece, 78 Lincoln Road, Dunholme, Lincs LN2 3QY (tel. 0673 60131).

**B7EG (Gretton's Group), HM ships Duncan, Tay, Snowflake, Sunflower, Loosestrife and Alisma:** A reunion marking the 50th anniversary of the Convoy Battle HX231/ONS5 is proposed for spring 1993. Send a s.a.e. for details to Allan Martin, 2 Smythe Road, Swindon Village, Cheltenham, Glos. GL51 9QU (tel. 0242 527393).

**Dieppe Veterans and POW Assn,** in conjunction with the 1st Destroyer Flotilla Association, have made arrangements for the 50th anniversary of the raid. A coach will leave from London on August 17, 1992 to St. Valery-en-Caux, just outside Dieppe, returning on August 20. For further details contact Mr. W. Barham, 11 Fairhaven, Yate, Bristol BS17 4DS (tel. 0454 324329).

**HM ships Houghton and Wilkstone (Far East 1963-69):** Ex-PO Michael Brett (Buffer) on board HMS Houghton would like to hear from former shipmates with view to a reunion. Contact him on 0703 847869 (day) or 0725 22356 (evenings).

**HMS Warspite Assn:** Members of the association were invited by the Puget Sound Naval Shipyard to attend the centennial celebrations of the city of Bremerton in the USA. HMS Warspite was the most famous British warship to be repaired in that yard after extensive damage suffered by her during the Battle of Crete. Highlights of the visit included a tour of the shipyard, a wreath-laying ceremony and a visit to the naval museum where they have a Warspite section. The city now plans to build a Warspite memorial stone at Ivy Green Cemetery.

**The Majestic-Caledonia Assn** will be holding their annual social/dinner at the Park Avenue Hotel, Roker, Sunderland, on Oct. 26. Tickets are available from Jim Darbey, 11 Lindsay Rd., Hartlepool, Cleveland TS25 3RR (tel. 0429 862443).

**HMS Dido:** The town of Bolton, which adopted the ship in Nov. 1941, is arranging a reunion of the ship's company on Nov. 8/9/10. For further information contact Mrs. Dorothy Sardon, Albert Halls, Bolton BL1 1RU (tel. 0204 22311 ext. 1066).

**HM Tribals 10th Destroyer Flotilla — Force 26:** A reunion has been arranged on Nov. 10 1991 for those who sailed in HM ships Ashanti, Afridi, Bedouin, Cossack, Eskimo, Gurkha, Maori, Mashona, Matabele, Mohawk, Nubian, Punjabi, Sikh, Somali, Tartar, Zulu, Piorun, Black Prince, Bellona and ORP Blyskawica. Further details, enclosing s.a.e., from J. Bull, 1 Pearl Close, Beckton, East Ham, London E6 4QY.

**HMS Cleopatra** will be holding a de-commissioning cocktail party on Nov. 30 at West India Docks, London. All former ship's officers and ratings subsequently promoted are invited to attend the occasion with their ladies. Cost of tickets will be £5. Anyone interested contact the First Lieut., HMS Cleopatra, by Nov. 11, with their dates of service.

**HMS Coniston (M1101) 1952-70:** All former ship's company are invited to join with their shipmates in forthcoming planned social exchange and reunion. Further details from Tony Quick, 29 Falcon Way, Garston, Watford WD2 4YA (tel. 0923-67296).

**L.S.T. Club** reunion will be held on Nov. 2 at the Falcon Hotel, Stratford-on-Avon. Any shipmates interested should contact C. Maxwell, 45 New Road, Water Orton, Birmingham B46 1QP (tel. 021 747 2418).

**7th Destroyer Sqn. (1959-61):** A reunion is being held at the Royal Sailors Home Club, Queen St., Portsmouth on Nov. 23. All members of the ships' companies are invited to attend. Details are available from Mr. A. Senior, White Lodge, Mill End, Gayton, Kings Lynn, Norfolk PE32 1PO (tel. 0553 86251).

**HMS Neptune (1941):** The Remembrance Service announced in last month's NN will be held at Faslane on Sunday 15 December (not 19th as announced). Unfortunately accommodation and meals will not be provided. All details from: Ron Coleman, Vasa, East Padale, Kirkwall, Orkney Islands KW15 1UT (tel. 0856-4731).

## FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

Merchant shipping losses remained high — over 200,000 tons. Although the battle in the Atlantic never stopped, at this time the focus of activity lay in the Mediterranean where U-Boats were now operating.

The Navy continued to support the Army in North Africa, aircraft and submarines based on Malta harried the Afrika Corps supply lines and towards the end of the month a squadron of cruisers and destroyers, Force K, joined them.

- Principal events included:
- 3: HMS Kenya sank U-boat supply ship Kota Pinang in the N. Atlantic.
  - 4: The Trawler Lady Shirley sank U111 off Tenerife.
  - 14: HM corvette Fleur de Lys sunk by U206 in Gibraltar Strait.
  - 15: HM submarine Torbay bombed airfield at Apollonia, N. Africa.
  - 16: HM corvette Gladiolus sunk by U568 in W. Approaches.
  - 18: HMS Broadwater sunk by U101 in N. Atlantic.
  - 19: HM ships Mallow and Rochester Castle

- sank U204 in Gibraltar Strait.
  - 20: HM ships Ajax, Galatea and HMAS Hobart bombed batteries east of Tobruk.
  - 21: HM ships Jervis, Jupiter and Kandahar bombed Bardia. HM gunboat Gnat sunk by U79 in the Mediterranean.
  - 23: HMS Cossack torpedoed by U563 off Cape St Vincent, sank in tow four days later.
  - 25: HMS Ajax bombed Bardia. HMS Latona sunk by German aircraft off Bardia. HMS Lamerton and RAF Catalina sank Italian submarine in N. Atlantic.
- Taken from the Royal Navy Day by Day

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ARNO also has a programme of social occasions including regional gatherings and a free members' Home Exchange Register. Membership costs £10 per annum or £150 for Life.

For membership application form complete the following:

To: Lt Cdr I M P Coombes RN, ARNO, 70 Porchester Tce, London W2 3TP. Please send me details and a membership application form:

## Welcome for German 'oppos'



**THE third reunion of the 23rd Destroyer Flotilla, held in the WO's and CPO's Mess, HMS Nelson, was a huge success with over 100 shipmates and eight survivors from the German battleship Schamhorst (pictured left) in attendance.**

Now these German "oppos" have issued an invitation to members of the 23rd Destroyer Flotilla and North Russia Club to a reunion in Bad Harzburg from May 28-31 1992.

Anyone interested should contact Wolfgang Kube, Naumburger, Str. 16, 5400 Koblenz, Germany, as soon as possible. Further information is also available from Billy Swift on 0705 591032.





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If you are interested in becoming part of Project Al-Yamamah, write enclosing relevant details and quoting ref. no. NN 043 to: The Personnel Department, Al-Yamamah Business Office, FREEPOST, British Aerospace (Military Aircraft) Limited, Warton, Preston, Lancs PR4 1BR.

Even if you are not leaving the Service just yet, why not write to the above address enclosing relevant information and quoting ref. no. PAY 100. Your details will be held in strictest confidence, and you will be kept up-to-date with on-going developments, pending your potential availability.

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# Nottingham ahoy!

AFTER completing a 13-month, £25 million re-fit, HMS Nottingham has now embarked on an extensive trials package, to be followed by a comprehensive training programme before she becomes fully operational in 1992.

Close liaison between Nottingham ship's company and the Portsmouth Fleet Maintenance and Repair Organisation ensured that the re-fit was completed on schedule and to a high standard.

Some of the many improvements made to the ship include the addition of the new 996 radar and the state-of-the-art 2050 sonar, as well as modifications to the ADAWS computer command system, enhancements which will enable the ship to counter air, surface and sub-surface threats into the next century.

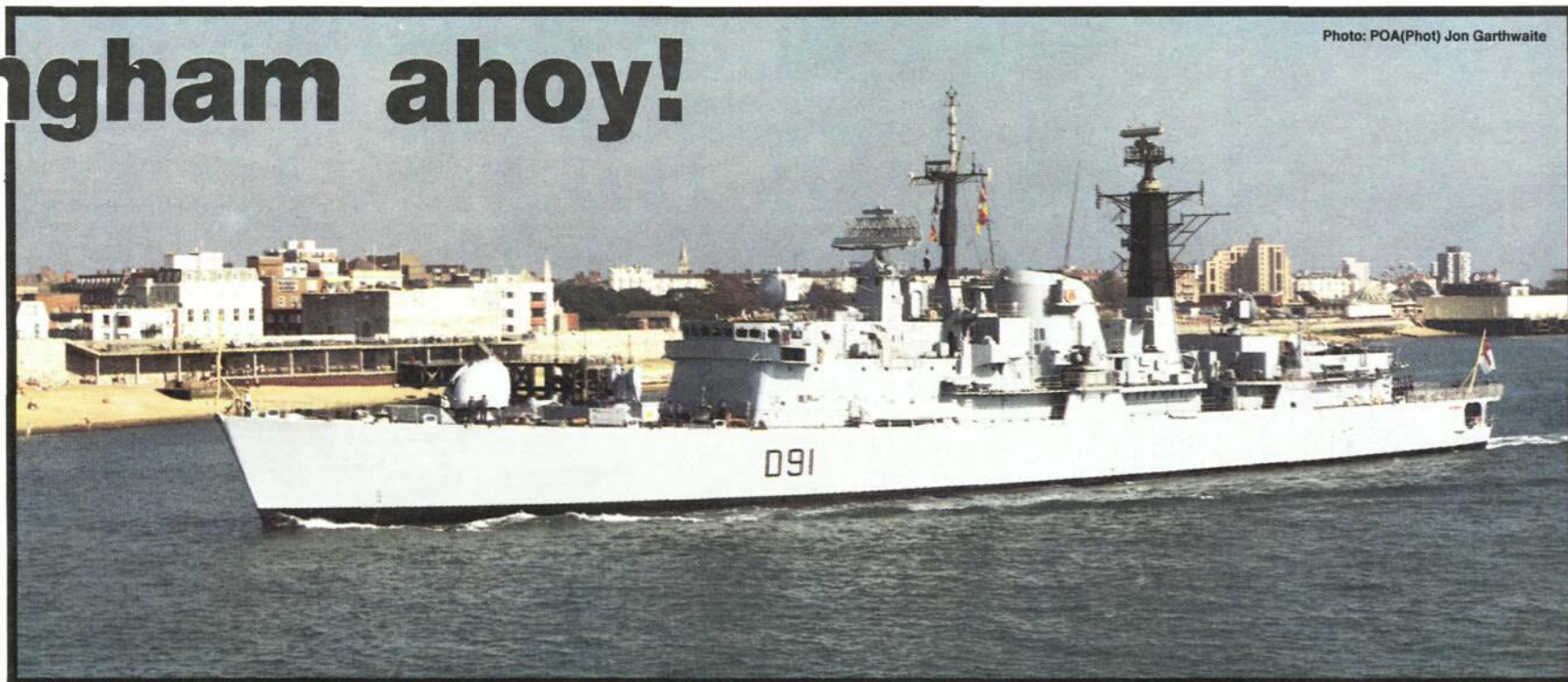


Photo: POA(Phot) Jon Garthwaite

## TRICKY PROBLEM SOLVED

LIEUT.-CDR. Jeff Faulkner has been awarded £250 in recognition of his inventive work carried out when he was serving in HMS Herald in the Gulf.

The Hunt-class mine counter measures vessels in the Gulf where unable to use satellites to accurately determine positions, having to rely only on shore-based electronic aids to tie into their computer systems, which meant that it would be necessary to send teams of surveyors, defended by Special Forces, into hostile territory to set up

radio beacons ashore.

Lieut.-Cdr Faulkner invented a device which could trick the onboard computers into believing that satellite positions were actually derived from shore beacons. His idea was worked on and perfected back in UK by Racal Limited, and was ready and available to all the Hunts before the start of the

Gulf conflict.

Without this invention the vital mine countermeasures work would have been extremely difficult, using inaccurate methods such as short scope buoys, methods which use radar emissions which could easily have alerted Iraqi forces to the precise location of the minesweeping ships.

## Who killed the spy?

A FIRST prize of a "Sporting Break" for two in Scotland, and runners-up prizes of cases of a dozen bottles of whisky are the attractions in this year's Military Challenge run by William Teacher and Sons, who will donate £500 to the King George's Fund for Sailors, the Army Benevolent Fund, and the RAF Benevolent Fund in conjunction with the contest.

The Military Challenge deals with the fictional murder of a secret agent who was trying to sell secret plans to foreign powers, and the problem is to find out who killed him.

Last year's Challenge, which attracted several thousand entries from members of the

armed forces, posed the problem of how to rescue a captive British diplomat held by revolutionaries — this year less specialized technical knowledge is needed.

Entry is free, and there is an opportunity to enclose a dona-

tion to your service charity if you wish. The three charities are helping to distribute entry forms, or they are available, along with further details, from Alice Orlebar, Company Solutions Ltd, 29 Gloucester Place, London W1H 3PB (tel 071-935-2036).

## Bristol fashion

THE COASTAL Survey Vessel HMS Beagle and her sister ship HMS Fawn took time off from surveying duties in the Celtic Sea to make a three-day visit to Bristol with Flag Officer Plymouth, Vice Admiral Sir Alan Grose, flying his flag in Fawn.

The two ships berthed alongside the Arncliffe Centre at the Town Quay, where, at a cocktail party in the evening, Vice-Admiral Grose took the salute at a ceremonial sunset after his Royal Marine band beat the retreat.



## Happier landings

PASSENGERS travelling on MOD scheduled air trooping flights are being consulted for their opinions on the service provided by both the Royal Air Force and civilian charter companies.

A comprehensive questionnaire is being introduced, covering all areas of air travel from the initial arrangement of the flight and associated ticketing, through to travel to the airport, passenger handling at the air terminal and, of course, in-flight facilities and service.

Each route will be sampled with about 6,000 passengers invited to complete the questionnaire each year — on average 16 passengers, chosen at random, on one flight per month per route, with ground air movements staff at airports ranging from Hong Kong, Cyprus, Falkland Islands, Washington DC, Belize and in Europe targeting the correct flights and administering the scheme.

Wing Cdr Denis Micallef, chairman of the Joint Committee of Air Trooping, explains —

"Many Service and MOD civilian personnel and their families travel regularly by air on our RAF and civil charter flights and it has been recognised for some time that, as the customers, their experiences contribute significantly to deciding whether the facilities and service offered are up to standard or not. Our aim is to maintain and improve the "quality of life" with respect to air travel wherever possible and where financial constraints permit. The passengers are being given the opportunity to respond — I hope they'll take it up."

## ECONOMY DRIVE

AN EGGCUP-FULL of petrol was all that was needed to drive ten miles in a vehicle built by students at the Royal Naval Engineering College, Manadon, and entered in the 1991 Shell Mileage Marathon at Silverstone Racing Circuit.

The Manadon entry, made from aluminium tubing, foam and glass-reinforced plastic,

with bicycle tyres and a modified Honda engine, came twelfth in a field of 60, ranging from amateur enthusiasts to university research teams and motor manufacturers. It achieved an average fuel consumption of 1190 mpg.

Navy team manager and driver, Lieut.-Cdr. Chris Barnes was delighted with the result — "It cost us only about £250 and was built by the students in their spare time," he said.

## A date with Cleo

HMS CLEOPATRA'S decommissioning dance will be held at Plymouth Pavilions on January 23, 1992. "Cleos" past and present can obtain tickets at £10 a head from CPOWTR Garmory, cheques payable to The Central Fund, HMS Cleopatra.

## GULF AWARDS

● From page one

Ships meeting the criteria and on which nearly all members of the ships' companies are likely to qualify for the medal are: HMS York, Battleaxe, Jupiter, Gloucester, Brazen, London, Cardiff, Brave, Exeter, Manchester, Brilliant, Otus, Herald, Cattistock, Atherstone, Hurworth, Dulverton, Ledbury, Hecla, and Opossum, and RFAs Orangeleaf, Olna, Fort Grange, Resource, Argus, Diligence, Bayleaf, Sir Tristram, Sir Bedivere, Sir Galahad, and Sir Percivale.

UK naval units in the Eastern Mediterranean who meet the criteria include HMS Ark Royal and HMS Sheffield, RFA Regent, and the patrol vessels operating from Cyprus, HMS Hunter, Attacker and Striker.

Naval Air Squadrons, many of whose personnel will qualify, are 826, 846, 845 and 848, together with Lynx Flights from 815 to 829 Squadrons.

Between 100 and 200 RN personnel who served in the Gulf area ashore are also expected to qualify.

Meanwhile, three RN ships, HMS Brocklesby, Bicester and Brecon, arrived in the Operation Granby area after the conflict. But collectively with other nations, they were responsible for destruction of more than 1,000 Iraqi mines, a dangerous task despite the declared peace.

Disappointment has been expressed in several quarters that they do not meet the medal award criteria.

But it is appreciated that like explosive ordnance disposal troops ashore sailors in these ships clearing the explosive debris of war were exposed to potential danger despite the ceasefire. Said MOD, "Appropriate recognition of these activities is being considered on a Tri-Service basis."

A signal to the Fleet has already provided details of how to

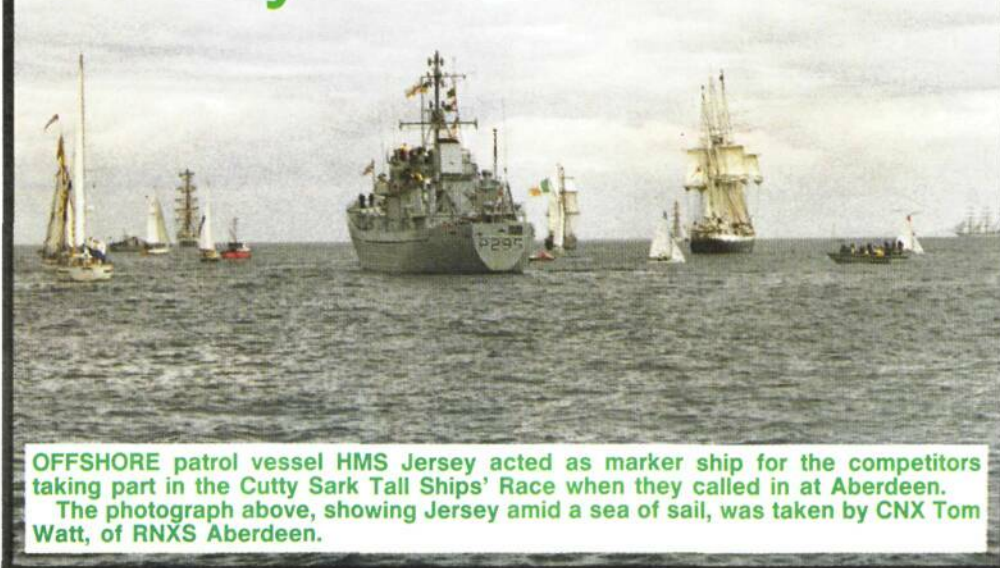
apply for the medal. For most RN and RNR personnel this should be done through the current ship, squadron or unit, with differing arrangements for other categories, including Royal Marines and RFA.

## Daedalus boost

THIS year's HMS Daedalus air day, attended by an estimated 10,000 people, raised about £20,000 for naval charities.

The ground show included the air station's largest-ever static display with over 50 aircraft on show. Involved in the full flying programme, besides a variety of RN aircraft, was an RAF Vulcan, a Virgin Atlantic 747, and the excitement of the Crunchie wing-walking girls.

## Jersey makes her mark



OFFSHORE patrol vessel HMS Jersey acted as marker ship for the competitors taking part in the Cutty Sark Tall Ships' Race when they called in at Aberdeen. The photograph above, showing Jersey amid a sea of sail, was taken by CNX Tom Watt, of RNXS Aberdeen.







# Brough's bikers in top gear

WITH their matching designer cycling gear, HMS Marlborough bikers were mistaken for stragglers from the Tour de France when they took part in a rally in the foothills of the Pyrenees. The Type 23 frigate's display of pedal power came as she made her first foreign visit — to Bayonne on the south west coast of France.

Seven mountain walkers ventured even further into the mountains, to the Parc National where four of them reached the summit of the 9,400 ft Pic du Midi d'Ossau.

Other Marlborough sportsmen met up with the French Parachute Regiment for a series of fixtures — but there was no run ashore for one luckless CPO who had broken his foot during the rough passage across the Bay of Biscay and had to be taken off to hospital by a French civilian helicopter.



## Moving moment with the PM

WREN Nicola Young — just started training at HMS Raleigh — shows Prime Minister John Major the invention that won her the Women into Science and Engineering award in the Young Engineers for Britain competition.

While a student at St John Rigby sixth form college, Wigan, she designed a device to enable elderly people to move easily from bed to chair — or get Prime Ministers to their desks quickly in a crisis?



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● HMS Quorn arrives at Boston, Lincs.

## Quorn comes out in the Wash

AFTER steaming out of Rosyth with the First Mine Counter Measures Squadron, HMS Quorn detached to pay a visit to the port of Boston, Lincs.

Sea Cadets from her adopted unit, TS Venomous, had embarked for the passage and the Hunt Class MCM vessel also played host to the Mayors of Boston, Charnwood and Melton Mowbray and members of Leicestershire County and Quorndon Parish Councils.

### Animal Centre

Ties with the Defence Animal Centre at Melton Mowbray and the Quorn Hunt from which the ship takes her name were renewed and over 600 local people had the chance to look her over before she sailed — flying the flag of the Admiral of the Wash, traditional title of the Mayor of Boston.

## Nosegay for Royal rider

WITH the Captain of HMS Dryad, Captain Anthony Provest, the Princess Royal meets families at the Royal Navy's School of Maritime Operations, where she unveiled a plaque to mark 50 years of naval training at Southwick and opened a new all-weather outdoor arena at the Naval Riding Centre.

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## Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in September:

**OPERATIONS BRANCH (SEAMAN GROUP)**  
To CPO(OP)(M) — M. Cron (Cambridge), D. Hendry (Edinburgh).  
To CPO(MW) — P. C. Davey (Dryad).  
(COMMUNICATIONS GROUP), REG. and PT.  
To CCCT — P. S. Saunders (GCHQ Cheltenham).

**MARINE ENGINEERING**  
To CMEM(M) — P. H. Morgan (Tamar).  
**SUPPLY AND SECRETARIAT**  
To CPWTR — C. P. S. Turner (Project OASIS).

**SUBMARINE SERVICE**  
To CMEM(M)(SM) — M. J. Symons (Swiftsure).  
To CPOSA(SM) — R. M. Wallace (Tireless).

**FLEET AIR ARM**  
To CPOA(PHOT) — J. S. Newbury (Seahawk).  
To CAEM(WL) — R. W. Board (RNAS Culdrose).

**CHIEF PETTY OFFICER ARTIFICER**  
HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in August:

CPOMEA — M. D. Coles (Tireless), C. E. Halliday (Defiance FMB), D. A. Stephens (Neptune), J. T. Tweddle (Sultan).  
ACPOEA — P. Dawson (Revenge Stbd), C. W. Kerr (Sultan), D. T. Lewis (SM2), I. R. Preator (Neptune).

CPOAEA(WL) — C. K. Lodge (829 Ft 218), G. A. Smith (RNAS Culdrose).

CPOAEA(M) — P. A. Harrington (RNAS Portland), M. Toman (899 Sqn. Heron), S. H. Tripp (810 Sqn. Seahawk).

CPOAEA(R) — I. D. Hollings (849 Sqn. A Flt), N. J. Kippax (Ark Royal).

CPOWEA — M. J. Cudmore (Defiance SMMU), K. Holt (Tireless), B. Perry (Defiance SMMU), G. J. Smith (Dolphin SM School), A. R. Watson (Dolphin SM School), J. L. Zastawny (Torbay).

ACPOEA — P. Bond (Hermione), M. R. Bradford (Hermione), M. N. Dickson (Dolphin SMMU), T. S. Hicks (Cumberland), P. D. Press (Collingwood), C. J. Rees (Cattistock).

**ACTING CHARGE CHIEF ARTIFICER**  
Authority was issued by HMS Centurion in September for the following ratings to be promoted to acting charge chief artificer:

To ACCWEA — K. G. Thomson (Trenchant), M. B. Fox (SM10), P. Jackson (Neptune), R. T. Tait (SM10), S. B. Horrocks (Osiris), S. Herring (SM10), K. Pugh (Dolphin), B. L. Butler (SM10), J. N. Joice (Collingwood), P. Heanes (Collingwood), H. K. Rankin (Nelson), J. E. G. Strother (Nelson), H. J. R. Stockwell (Nelson), M. J. Davies (Cochrane), A. Russell (Defiance), A. C. Fewlass (Cochrane), B. C. Chapman (Defiance), S. Ling (Defiance), P. Hollinshead (Mercury), D. M. Oran (Defiance), D. Walker (Cochrane), G. M. Marson (Defiance), D. R. Newman (Monmouth), K. A. Edgington (Warrior), P. Derbyshire (Defiance), A. M. Craven (Marlborough), R. J. Vere (Nelson), W. W. Cree (Intrepid).

To ACCAEA — P. M. Doyle (819 Sqn).

## SD List

THE following candidates have been selected for promotion to Acting Sub-Lieutenant on the Special Duties List:

To Acting Sub-Lieut(E)(WE): D. A. Abbot, S. Baird, A. G. W. Eddie, J. P. Fallowfield, C.

G. Harwood, P. P. Henderson, D. L. Jones, I. P. O'Brien, C. R. Watson, L. I. Wilson.

To Acting Sub-Lieut(E)(WESM): D. Harrison, S. Evans, A. J. Dawson, R. J. Knight.

## Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Catherine (35), Port of Menteith, Stirling, Helen (42), Tynemouth, Tyne & Wear, Lesley (32), Prenton, Merseyside, Claire (18), Rotherham, Yorks, Erika (34), Nottingham.

Linda (27), Littlehampton, Sussex, Anne (52), Worcester Park, Surrey, Viv (48), Spalding, Lincs, Cecelia (29), El Cajon, California, USA, Liz (22), Gateshead, Tyne & Wear.

Denise (37), Plymouth, Devon, Nicola (20), Witham, Essex, Sandy (30), Portsmouth, Hants, Joanne (20), Rotherham, Yorks, Sunny (34), Billericay, Essex, Michelle (18), Bury, St Edmunds, Suffolk, Amanda (16), Gosport, Hants, Deborah (20), Plymouth, Devon, Denise (20), High Wycombe, Bucks, Emma (16), Dunstable, Beds.



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## Appointments

REAR-Admiral R. T. Newman, Chief of Staff to Commander-in-Chief Fleet, was promoted vice-admiral on September 20. To be promoted rear-admiral on Jan. 7 is Capt. J. S. Lang, at present serving in MOD.

Appointments recently announced include:

Capt. N. Westberg, As Naval Base Commander Rosyth.

## Deaths

J. McKenna, POWEM, FOSM, Gosport, Aug. 10.

J. H. Williams, PALAC, HMS Daedalus, August.

S. P. Holder, LMEM(M), HMS Sultan, Aug. 20.

R. L. Le-Fur, CPOWEA, Submarine School, HMS Dolphin, Aug. 21.

I. G. Howse, MNE, Cdo. Log. Regt. RM, Aug. 21.

G. F. Upham, CPOMEA, SMMU, HMS Dolphin, Aug. 30.

D. R. Pinkerton, MEM(L)1, HMS Liverpool, Sept. 1.

P. G. Laycock, SGT, RM, Sept. 3.

S. C. Carr, MNE, HMS Fleet, Sept. 9.

M. Wong, AEM(M)1, HMS Heron, Sept. 16.

A. A. Sarwar, ALSA, HMS Herald, Sept. 16.

R. C. P. Wainwright, CB, DSC, Rear-Admiral (Retd). Ships included HMS Bittern, Cardiff, Scylla and Jamaica, and commanded HMS Actaea, Tintagel Castle and Zephyr. Later COS to CINC South Atlantic and South America; Director of Recruiting; Commodore Naval Drafting; and Vice-Naval Deputy to Supreme Allied Commander Europe. Represented Navy at hockey. President Stratford-upon-Avon branch RNA. Aged 77.

Cdr. N. G. Hudson, Broadsword in command, Nov. 18.

Lieut-Cdr. D. Lombard, Turbulent in command, Feb. 25. (Promoted commander Dec. 31).

Lieut-Cdr. D. C. W. Balston, Opportune in command, Dec. 10.

Lieut-Cdr. B. J. Gerrish, Walney in command, Feb. 18.

Lieut-Cdr. R. G. Harding, Alderney in command, Aug. 20, 1991.

Lieut-Cdr. G. P. Bowen, RNR Severn as RNSO and in command HMS Carron.

G. Wardle, MBE, Lieut-Cdr (ret). Service included submarine HMS Starfish; later PoW in Colditz. Commanded destroyer HMS Zodiac in early 1950s. Aged 73.

E. Chavasse, DSO, DSC, Cdr. the Rev. Served 1920-49, commanding HMS Scarab, Broadway, Bentineck and Philante. Aged 84.

G. S. Pawle, Lieut, RNVF, Second World War. Author and sportsman. Aged 77.

G. A. Stoke, DSC, MBE, Lieut (ret). Served 1939-47, including HMS Glasgow, Queen Elizabeth, Carlisle, Kempenfelt and Rajah. Aged 70.

G. E. Beate, Lieut (ret). Service included 820 Squadron in Falklands war, HMS Yarmouth, New Zealand exchange, and 810 Squadron. Died while flying with Royal New Zealand Air Force. Aged 35.

W. J. Sparks, Served 25 years, including HMS Exeter at Battle of River Plate. Survivor HMS Prince of Wales and later Japanese PoW. Represented Navy at soccer 1934-36.

D. W. Smith, Ex-Officers' STD. Ships included HMS Campania. Aged 60.

J. T. Jobling, Ex-POTEL. Served 1941-55, including HMS Morecombe Bay. Aged 66.

D. Denereaz, Served in Free French ship La Combattante (Hunt class destroyer). Member 1st Destroyer Assn. (1942-45). Aged 70.

D. J. Muskett, DSM, Service included HMS Moon, Member Algerines Assn.

A. G. Johnson, Ex-LSA, Ships included HMS Landguard. Member Cutters Assn. Aged 79.

N. J. Cowley, Ships included HMS Keppel and Enchantress. Aged 67.

W. Cain, Ex-PO, Ships included HMS Hood, Revenge and Bruce.

C. W. Sharp, BEM, Ex-CPOSRI. Served 1923-57, including HMS Herald, Fitzroy, Challenger, Franklin and White Bear. Aged 84.

M. Kemp, Ex-AB, Ships included HMS Sikh and Resolution. Aged 66.

F. Abel, BEM, Ex-MECH, Ships included HMS Chawton and Vidal. Aged 65.

The deaths are reported of the following members of SOCA (New Zealand Branch):

L. Canty, Ex-STO, RNZN (HMS Talent); G. Lough, Ex-AB, RN (HMS Artemis and Tudor); G. McIntyre, Ex-LSIG, RN (HMS Temachous, Turpin, Tudor and Aurochs); W. Shackleton, Ex-ERA, RN (HMS Otus, Taku, Osiris and Tuna).

**ROYAL NAVAL ASSOCIATION**

The deaths are reported of the following shipmates:

J. Durrand, Chelmsford, Ex-Ganges boy. Ships included HMS Aurora and Adamant. Aged 69.

J. White, chairman and founder member Kendal. Aged 69.

P. Brennan, deputy standard bearer and committee member Brentwood.

T. Tepper, Brentwood.

R. Livingstone, life and committee member Capenhurst. Ships included HMS Jamaica and Furious. Aged 81.

J. Bennett, Wythenshawe. Ships included Nigeria, Cleopatra and Eskimo. Aged 71.

A. J. Grainger, Tenbury Wells. Aged 56.

R. Grocock, South Bristol. Aged 77.

R. J. Holder, standard bearer Winchester. Aged 66.

A. Robinson, Blackpool and Fylde.

J. Bowler, Mansfield and District. Ships included HMS Illustrous. Aged 67.

R. De Val, Newark. Aged 65.

E. Russell, Gosport. First president CPOs' Mess, HMS Daedalus. Served in two World Wars, ships including HMS Black Prince, Agincourt, Emperor of India and Warrior. Aged 96.

P. Barnes, Bingham and District. Served in DEMS during Second World War. Aged 67.

E. Harrison, Stoke-on-Trent and District. Aged 69.

E. Davies and A. Green, Warrington.

A. Wilkinson, Skipton and District. Ex-RM. Aged 78.

E. Townsend, Barry. Ex-champion boxer, Far East Fleet 1951-53.

L. W. Ingram, Stratford-upon-Avon.

## Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at October 1, 1991.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during September.

PO(EW)/RS(W) — Int (7.6.91), 2; LS(EW)/LRO(W) — Dry, 2; PO(M) — Int (28.9.90), 3; LS(M) — Int (15.3.91), 2; PO(R) — Int (107 Nil); LS(R) — Dry, 4; PO(S) — Dry, Nil; LS(S) — Int (15.3.91), Nil; PO(D) — Int (103 Nil); LS(D) — 235, 3; PO(MW) — Dry, 3; LS(MW) — Int (15.3.91), Nil; PO(SR) — Int (9.6.89), Nil; LS(SR) — Int (8.12.89), Nil; PO(SEA) — Int (9.6.89), Nil; CY — 236, Nil; LRO(T) — Int (5.12.89), Nil; RS — 137, Nil; LRO(G) — Int (12.3.91), 3; POPT — 211, Nil; RPO — 102, 4.

POEM(L)(GS) — Int (3.4.90), 5; LMEM(L)(GS) — Int (23.10.90), 12; POEM(M)(GS) — 246, Nil; LMEM(M)(GS) — 96, 8; POEM(O)(GS) — Int (3.7.90), Nil; LMEM(O)(GS) — Int (27.7.90), 15; POEM(R)(GS) — Int (17.12.90), 5; LMEM(R)(GS) — Dry, 9; POCA — Int (19.10.89), Nil; POCK(GS) — 274, Nil; LCK(GS) — Int (18.7.89), 5; POSTD(GS) — 647, Nil; LSTD(GS) — Int (17.10.89), Nil; POSA(GS) — 419, Nil; LSA(GS) — Int (18.10.90), 1; POWTR(GS) — Int (27.7.90), Nil; LWTR(GS) — Dry, 8; POMA — Int (12.9.89), 9; LMA — Dry, 5.

PO(S)(SM) — Int (21.5.91), 1; LS(S)(SM) — 214, Nil; PO(TS)(SM) — Int (17.7.90), 2; LS(TS)(SM) — Int (28.2.91), 3; RS(SM) — 169, Nil; LRO(SM) — Int (13.3.90), Nil; POEM(L)(SM) — 356, Nil; LMEM(L)(SM) — 87, Nil; POEM(M)(SM) — 690, 1; LMEM(M)(SM) — 503, Nil; POEM(O)(SM) — 228, Nil; LMEM(O)(SM) — 96, 2; POEM(R)(SM) — Int (8.1.91), Nil;

LWEM(R)(SM) — Int (12.7.89), Nil; PO(UW)(SM) — Dry, Nil; POSA(SM) — Int (20.2.90), Nil; LSA(SM) — Int (20.6.91), Nil; POWTR(SM) — Int (4.7.89), 1; LWTR(SM) — Dry, 2; POCK(SM) — Dry, Nil; LCK(SM) — 595, Nil; POSTD(SM) — 157, Nil; LSTD(SM) — 390, Nil.

POA(AH) — 586, Nil; LA(AH) — 663, Nil; POA(METOC) — Int (13.7.90), Nil; LA(METOC) — Dry, Nil; POA(PHOT) — 544, 1; POA(SE) — 319, 1; LA(SE) — 83, Nil; POACMN — 452, Nil; POAEM(M) — 127, Nil; LAEM(M) — 220, 2; POAEM(R) — Int (5.7.90), 2; LAEM(R) — 132, Nil; POAEM(WL) — 181, Nil; LAEM(WL) — 430, 2; POAC — Dry, Nil.

POWREN(R) — Int (5.3.90), Nil; LWREN(R) — Int (5.3.90), 4; POWREN(RS) — 141, 1; LWREN(RS) — 98, 4; POWRENPT — Int (13.2.90), 1; RPOWREN — Int (4.7.89), Nil; POWRENSTD — Int, Nil; LWRENCK — Int, Nil; POWRENSTD — 583, Nil; LWRENSTD — Int (20.6.89), 1; POWRENSA — 150, 1; LWRENSA — Int (21.6.90), 1; POWRENWTR — Int (13.6.89), Nil; LWRENWTR — Dry, 11; POWRENWTR(G) — 87, 1; LWRENWTR(G) — Dry, Nil; POWRENMETOC — Int, Nil; LWRENMETOC — Dry, Nil; POWRENPHOT — 345, 1.

POWRENAEM(M) — Int (6.7.89), Nil; LWRENAEM(M) — 175, Nil; POWRENAEM(R) — Dry, Nil; LWRENAEM(R) — Int (7.7.89), Nil; POWRENAEM(WL) — 107, Nil; LWRENAEM(WL) — 176, Nil; POWRENETS — 143, 1; LWRENETS — Int (31.10.89), 3; LWRENTL — 261, Nil; POWRENWA — Int (12.7.89), 1; LWRENWA — Int (30.1.90), 1; POWRENDHYG — Int (2.4.90), Nil; POWRENSA — Int (20.9.90), Nil; LWRENSA — Int (20.1.89), Nil; POEN(G) — 221, Nil; LEN(G) — Int (12.6.91), 2; PORGN — Dry, Nil; LMA(O) — Dry, 5.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — Int (12.7.91), Nil; POWREN MT — 656, Nil; POWREN TEL — 945, Nil.

## Swop Drafts

LMEM(M) Lake, HMS Manchester, refitting in Plymouth, Oct. Will swop for any Portsmouth-based ship not deploying.

AB(MW) Dawson, HMS Kent, drafted HMS Herald, Dec. Will swop for any Portsmouth-based MCMV.

POWEM(C) Brannan, drafted HMS Collingwood, Oct. Will swop for any Plymouth area shore draft or Type 22 frigate (Seawolf qualified). Contact Gosport 529345.

LMEM(L) Marsh, FSU-02 Rosyth, ext. 64518, drafted HMS Edinburgh, March. Will swop for any Scottish-based ship.

AEM(R) Wiseman, RNAS Yeovilton, drafted frontline RNAS Culdrose, Oct. Will swop for any Yeovilton, Portland or aircraft carrier.

LWEM(R) Lark, NP 2010, drafted HMS Invincible, Feb. Will swop for HMS Ark Royal or any Portsmouth ship not deploying.

LMEM(M) Franklin, HMS Brave, drafted Portland FMG, Dec. Will swop for any Plymouth shore base.

LS(S) Shaw, (184 trained), Barrack Guard, HMS Nelson, drafted HMS Brilliant, Dec. Will swop for any Portsmouth-based ship deploying or not.

MEM(M) Burn, Scale A LRG/FEC, Rosyth, drafted as LMEM HMS York, Jan. Will swop for any Rosyth MCMV or shore base.

LWEM(O) Jennison, Bryson Hall, HMS Collingwood, ext. 260, drafted HMS Southampton, Dec. Will swop for any Plymouth-based ship deploying or not.

POWREN Allen, Reserves Division, CINCNAVHOME, drafted RNAS Yeovilton, Nov. Will swop for any Portsmouth draft.

RO1(G) Teyhan, HMS Jersey, Will swop for any Devonport-based ship.

LWEM(O) Coleman, Bryson Hall, HMS Collingwood, ext. 260, drafted HMS Southampton, Nov. Will swop for any Devonport ship, preferably Type 22.

ABWREN(R) Jolliffe, RNEC Manadon, Plymouth, ext. 81444. Will swop for any Portland draft, Yeovilton also considered.

AB(M) C. Watson, HMS Alderney, drafted to RNAD Cooilport (Faslane) Nov. Will swop for any other Scottish shore draft, preferably Rosyth.

WSTD K. Mason, HMS Brazen (deploying to West Indies, Jan 92), will swop for any Portsmouth-based ship, deploying or not.

POWTR Dobinson, HMS Alacrity, drafted to RNSS Aldershot, Mar 92, in CPWTR billet, will consider any swop south of Hadrian's Wall — even Pompey!

POCK K. Day, drafted HMS Heron, November, will swop for Plymouth, HMS Drake or Raleigh. Replies to 11 Dartmoor Cottages, Wotton, Plymouth PL7 5HW.

LWTR K. Rashleigh, 814 NAS, currently embarked in HMS Invincible, will swop for any Devonport-based ship not deploying. (Invincible deploying May-Dec.) Contact Staff Office, 814 NAS, BFPO ships or, after Nov 18, RNAS Culdrose, ext. 7474.

LCK Wright, HMS Quorn, Will swop for any Portsmouth-based ship, Plymouth considered.

AB(S) Todd, HMS Kent, 2016 trained, drafted HMS Alacrity, Dec. Will swop for any Portsmouth CVS.

LWEM(O) McKechnie, Bryson Hall, HMS Collingwood, drafted HMS Birmingham, Jan. Will swop for any Plymouth-based ship, preferably Type 22.

POAEM(M) Adams, HMS Osprey, ext. 2497/2411, drafted 360 Sqn. RAF Wyton, March. Will swop for any Yeovilton second line unit.

RO1(G) Thomson, Ark Royal, Will swop for any Scottish ship or shore base.

LMEM(M) Christie, HMS Invincible, deploying May. Will swop for any Portsmouth-based ship, preferably Type 22.

ALWEM(O) Shaw, Bryson Hall, HMS Collingwood, drafted HMS Edinburgh, Jan. Will swop for HMS Ark Royal or any other Portsmouth-based ship.

ALCK Lees, HMS Beaver, deploying Jan. Will swop for any Plymouth-based ship not deploying.

LRO(G) Winkle, HMS Cardiff, Will swop for any Plymouth-based ship, preferably not deploying, but anything considered.

STD Wilkinson, Wardroom, HMS Nelson, drafted to HMS Ambuscade, LSTD, Feb. Will swop for any Portsmouth-based frigate or Leander.

AB(R) Abrams, Main Gate, HMS Tamar, drafted to HMS Cardiff, May. Will swop for any Plymouth-based ship.

WRENWTR Beadle, FONA, RNAS Yeovilton, ext. 5661. Will swop for any BRNC Dartmouth, or any Plymouth draft.

A/PO(EW) Bayliss, RNEWOS, RAF Wyton, Cambs., (tel. 0480 52451 5662), PV draft. Will swop for any Rosyth or Portsmouth-based Type 42.

LCK Currier, 3K Mess, HMS Argyll, Will swop for any Portsmouth-based ship deploying or not.

LRO(G) D. G. Brewster, HMS Chiddingfold, will swop for any Rosyth-based ship.

LRO(T) M. Carroll, HMS Invincible, deploying May 92, would like to swop for any Portsmouth-based destroyer/frigate, others considered.





# Atlantic crossing is a success for Skipton

THERE was a warm welcome for shipmates of Skipton when, on a visit to Canada and the US, they dropped in on fellow shipmates of Duncan branch, Vancouver Island. To mark the occasion they received a Thunderbird plaque and in return presented HMS Eskimo and WRNS plaques.

They also attended the Tribals reunion aboard HMCS Haida, preserved in Toronto, where they encountered a unit from HMAS Warramunga, the Australian Tribal, scrapped in 1962. Leaving Canada they then visited Battleship Cove, in Massachusetts, where they inspected a mini-Fleet of warships, maintained and preserved by The Tin Can Sailors Association.

Members of Saltash are looking forward to the dedication of their standard on Oct. 13, at 1500hrs., in St. Nicholas and St. Faith Church and hope for stalwart support from neighbouring branches. There was a full house for the monthly meeting at the China Fleet Country Club where it was announced that Surg. Vice-Admiral Sir Godfrey Milton-Thompson had agreed to be a patron of the branch. The quarterly area meeting will take place at HMS Raleigh, on Oct. 12, at 2000hrs. and will be followed by a social. Shipmates enjoyed several summer events including a coach trip to Clovelly, a dance at Landrake and a boat trip.

Now that Sheffield branch has secured a permanent venue for the monthly meeting they would like to attract more and more recruits. Ex-matelots, ex-WRNS and service personnel in the area are invited to make some new friends by telephoning Shipmate Jim Buckley, 0742 757588.

Thirty members of Gloucester enjoyed a visit to HMS Gloucester when she was alongside at Avonmouth. They were welcomed aboard in traditional style and after a tour of the ship enjoyed a session in the CPOs' and POs' Mess. On the following day the captain and ship's company of the Gloucester laid up the ship's ensign in Gloucester cathedral and presented the Battle Ensign, used in the Gulf, to the city.

It's "full ahead" for the biennial RNA reunion in Black-

## BRANCH NEWS

pool, on Nov. 2 and the venue promises not just a welcome winter break by the sea but the chance to see the famous Blackpool illuminations before heading home.

Meanwhile, news of summer events... a party of seven shipmates from Cheltenham branch enjoyed a week in Germany as guests of their "oppos" in Gottingen, Lower Saxony, Cheltenham's twin town. During their stay there were sightseeing trips, a visit to the old East Germany and an anniversary party.

Highlight of the week was an evening in their honour in the Gottingen naval club where many mementoes were exchanged. A thank you from the visitors to their friends in the Marinekameradschaft for a memorable time.

Luton and Dunstable was the venue for a fund-raising event to provide facilities in the club for the disabled. The occasion was attended by the manager of Luton Football Club, Mr. David Pleat, who presented a £500 cheque provided by the area Gulf Support group. Thanks to all who gave support, a total of £1,600 was raised.

On Oct. 6, at 1500hrs., Seaford will dedicate their standard in the Church of St. Leonard, Church Road, at a service conducted by the Rev. Canon Michael Thompson. The salute at the march-past will be taken by Rear-Admiral M. H. Griffin. A welcome is extended to all who wish to attend.

There was great praise for Barnsley branch from the town's mayor Trevor Naylor when he attended a cheque presentation ceremony and received £544 raised by shipmates for a local appeal. A concert helped raise £444 of the total and a further £100 was donated by the branch.



Radiant smiles at Halifax branch as LS Paul Shutt, of HMS Gloucester, presents Shipmate Irene O'Connor, the branch president, with his ship's crest. This gift from the Gloucester was in thanks for the parcels and support given by the branch when the ship was serving in the Gulf. Witnessing the presentation are, from left, Shipmates Ron Smith, standard bearer, George Cameron, treasurer, Cyril Peck, secretary, and Hugh O'Connor, chairman.

Picture: The Halifax Courier Ltd.

The largest ever turn-out — 37 branches — attended No 4 Area meeting hosted by Redruth and Camborne, and presided over by life member, and vice-president, Shipmate Vera Bell. The guest of honour, chairman of Kerrier District Council, Mrs. Terrie Jones whose husband and father served in the Navy, was introduced to those present by chairman, Shipmate Charles Thompson. A big thank you to the ladies section for providing an excellent lunch and tea for the guests.

Trafalgar Day will be celebrated by Corby branch on Sunday, Oct. 20, with a parade and church service, followed by a buffet lunch in the Royal Bri-

tish Legion Club. The parade will form up at Weldon at 1000hrs. then march to Weldon church where a wreath will be laid on the grave of Dr. John Clark, Surgeon's Mate in HMS Dreadnought during the Battle of Trafalgar. Those planning to attend should contact Shipmate R. H. Shepherd, The Branch Secretary, 1 Constable Road, Corby, Northants NN18 0RT.

Blackpool and Fylde branch was honoured to receive a suitably inscribed chairman's badge of office from WO David White, before leaving his post as First Lieutenant of HMS Inskip. They are all sad to lose him, and his wife, Monica, who as members supported all activities and brought together many Lancashire naval organisations for charitable events.

The branch wish him well at HMS Osprey.

The 40th anniversary of Hartlepool branch was celebrated in fine style with a dinner-dance enjoyed by 210 shipmates and guests and guest of honour Capt. Jim Rayner, the General Secretary. The visit to Hartlepool by her adopted ship, HMS Guernsey, led to more socialising. Members of the branch enjoyed a visit on board the ship and in return entertained members of the ship's company at a social evening in

their club.

Members of Peterborough proved good shots when they returned to the Rifle Range, at Whittlesey, near Peterborough. While all managed to hit the targets Shipmate Joyce Brown won the coveted title of champion of the day.

Falmouth Sea Sunday and parade was a great success. The service, conducted by the Rev. Roger Gilbert, was held in Falmouth parish church and was attended by 450 shipmates and friends with 17 standards paraded. The Lessons were read by Rear-Admiral R. Woodard and Vice-Admiral Sir James Junguis. Shipmate Wren Jean Crate read Nelson's Prayer. The parade was led by Cdr. Pritchard and included personnel from 826 Sqn. RN air station Culdrose, the captain and members of the ship's company of HMS Charybdis, representatives of the RNA and WRNS associations and other ex-service associations. The salute was taken by Admiral Woodard.

If the Accident and Emergency department of Trafford General Hospital can now remove plaster casts with very little discomfort it is thanks to Trafford branch which raised £1,120 to provide the hospital with the right equipment. First to volunteer to have a plaster cast removed from his arm was Shipmate Ken Melville, the branch chairman who, on presenting the new machine, let Staff Nurse Cynthia Young demonstrate its efficiency.

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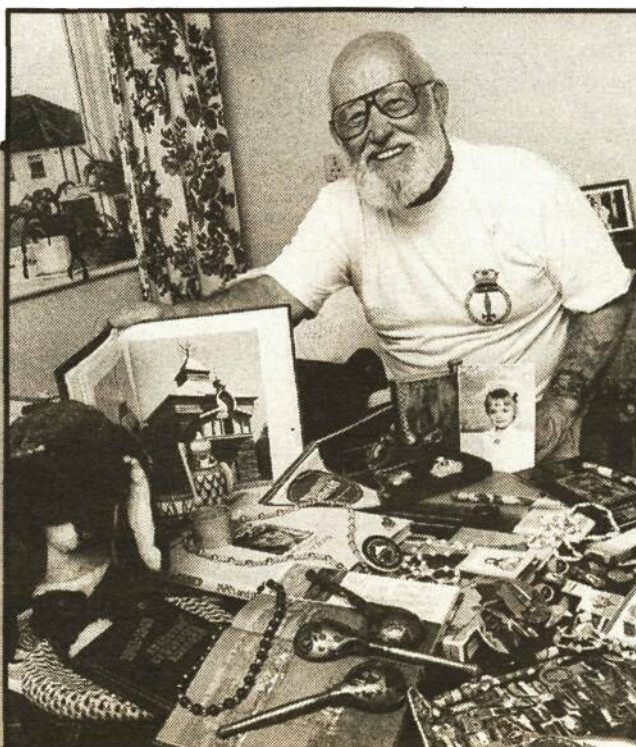
## RUSSIAN RETURN

AMONG over 100 naval veterans who travelled to Russia to mark the 50th anniversary of the first Russian Convoy — codename Operation Dervish — was Curly Morris, of Frome branch, pictured here with some of the many souvenirs of his visit.

Curly, who served in HMS Jamaica as a boy seaman, visited Murmansk where wreaths were laid and a memorial pillar in honour of convoy casualties was unveiled at Leningradskoye Park.

In Archangel numerous other events had been arranged including visits, sightseeing trips, dinners and receptions.

Curly, along with other members of the party, would like to express his warm thanks to the ship's company of HMS London for their kind hospitality during the visit.







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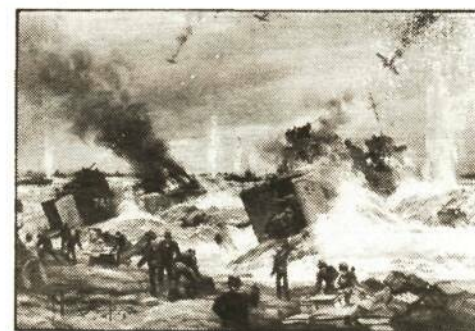
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## STATES OF PLAY

VIRGINIA and Maryland were the destinations for the Royal Navy men's volleyball team when they headed Stateside. Tour base was USMC base Quantico, Virginia, and Liaison Officer there was Colour Sgt. PT Alan Dunphy RM, writes CPO Stu Meikle.

First match, against Andrews Airforce Base, saw the Navy having to adjust quickly to the heat and humidity. They took the first two sets 15-12, 15-12 and then lost the next two 16-14 and 15-1. But the RN were very businesslike in the fifth and won it 15-3 to take the match.

Next they played the hard-hitting Bolling Airforce Base, this time losing the first two sets, both 15-12. Dogged play and intelligent dump shots saw the RN take the third 16-14, but Bolling came back in the fourth, winning it 15-10.

Accurate setting allowed the RN to smash their way to a two set lead in a game against the US Marine Corps at Quantico. In the third set the RN coach tried a new line-up and introduced substitutions, only to see Quantico respond with a 15-12

win. But the Navy went on to take the fourth 15-2, a score which does not reflect the fighting spirit of their opponents.

Civilian club Manassa All Stars met the RN in the final game, this time played on Astroturf. A keenly-fought contest with a lot of fast play, the game saw Manassa go into a two set lead (15-12, 15-11) before the RN dug deep and played some of their best volleyball to take the next two 15-5 and 15-11.

It all hung on the last set, which produced exciting and at times desperate play before Manassa just stole the victory, 17-15.

The RN touring squad comprised: Meikle, CPO Steve Colthart (coach), LA(Se) Gary Jackson, SA Taff Griffiths, CPO Mick Rignall, PO Sean Maloney, Mne. Shoeny Shoeny, CPO Dave Williams, Cpl. Stu Gibbs, LA(Se) Pete Anscomb and CPO Gerry Smith.

# 13 YEARS LUCKY FOR DAEDALUS

AFTER one of the best-fought competitions in recent years, HMS Daedalus defeated HMS Dryad (5-3) in the final of the Royal Navy Youth Cup, to lift the trophy for only the second time in the past 13 years, writes Lieut.-Cdr. Jim Danks.

In the semi-finals Dryad defeated CTCRM in a very exciting match which was a fine advertisement for youth football. With the scores level at 2-2 after normal time, CTCRM took the lead for the first time in the first period of extra time. But Dryad were not to be denied and equalised, the score then remaining 3-3 until the final whistle.

The penalty shoot out saw Dryad secure their place in the final, 5-3. In the other semi Daedalus ran out winners 5-2 against a spirited team from HMS Seahawk in a match that was much closer than the score

suggests.

The final proved an excellent game played in a very sporting manner with two high scoring teams facing each other. Goals from SEA Clasby and SEA Shipley gave Dryad an early lead and they maintained the pressure until a defensive error allowed AEM Oliver to make it 2-1.

LPT Steve Riley's half time talk worked wonders for Daedalus and they came out in determined manner, going ahead 3-2 with goals from AEMs Percival and McGinty.

AEM Stabb added a fourth for Daedalus before SEA Avery

added Dryad's third. Both sides were playing fine football and the final goal came from AEM Dean, settling the match 5-3 for Daedalus. Capt. Robin Shercliff, Captain of HMS Heron, presented the cup and mementoes.

In the match to decide third and fourth places, HMS Seahawk defeated CTCRM 3-2.

Any player under the age of 19 on January 1 1992 who wishes to be considered for a trial for the RN Youth Side should contact POPT A. McGoff at HMS Temeraire ext. 23974.

## Notebook

OCTOBER sees the start of senior level football with early rounds of the Navy Cup being played on a regional basis and area finals scheduled for the 16th.

The Inter-Command Competition will take place at HMS Heron (Oct. 20-23), when Naval Air Command will seek to complete a hat-trick of titles; a feat not achieved since Portsmouth won 1965-1967.

October 30 will see the Navy Cup final and the season starts in November: Nov. 4 v Sussex Intermediate at Lancing (kick off 1930); Nov 5 v London University at Portsmouth (1900) and Nov. 6 v Oxford University at Iffley Road (1400).

The senior team will be managed by CPOPT John Gwynn and he will be assisted by a coaching staff of WOPT Tommy Johnson and CPOPT Ian Rees.



PO Perry Mason (HMS Sheffield) — above — has won the George Barnes Trophy as best referee of his class in the Plymouth and District Football League 1990/91. He's the first RN referee to win this civilian award.

Calling potential soccer referees: the RN Football Referees Society intends to run a course at RNH Haslar (October 11-13). Full details from MTI(N)M R. Morris, Dept of Psychiatry, RNH Haslar, Gosport PO12 2AA (Haslar ext. 2246). Wrens and QUARNNS are welcome on the course.

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## In brief

BOBBY Armstrong (Plymouth Albion/Devon) played in the unfamiliar position of No. 8 when a Royal Navy XV took the field against Hampshire at Burnaby Road, writes Capt. Bob Fletcher RM.

Although he has consistently produced commendable performances as lock, it's strongly believed he may have a fine future ahead of him in the back row.

Lee Merrick, the Navy selector, drew up what was very much an experimental side for the game, blending youth with experience.

The team comprised: Greenland (Splendid), Mortley (Collingwood), Verner (HQ Cdo Forces), Fletcher (Dolphin), Oman (Raleigh), Perkins (BRNC), Livingstone (RM Plymouth), Melbourne (Courageous), Melbourne (CTCRM), Joyce (45 Cdo), Leatherhead (Osprey), Russell (Moscow Camp), Murchison (CTCRM), Dixon (HQ TF RM), and Armstrong (CTCRM).

Full match report in November's edition.

UNITED Services Portsmouth take on Devonport Services in a rugby derby at Burnaby Road on October 9. Contact PNB ext 24124 for details.

A NAVY quartet from the Drumfork Club, Helensburgh, were runners-up in this year's Naafi-Carlberg National Team Darts Championships, which attracted more than 200 teams. LMEM David Hughes, POMEM Dick Pennell, ex-CPO George Dixon and MOD employee Ged Keech were beaten 3-1 in the grand final by the team from RAF Henlow. The competition was sponsored by Courage and Unicorn Darts.

AT THE instigation of ex-POMEM(M) Paul Walker, who played squash at Command level, an annual match is played between RN Scotland and Chapel Allerton.

Held at Chapel Allerton Squash Club, Leeds, and sponsored by Pusser's Rum, this year's event saw three days of excellent squash with the civies gaining revenge for last year's defeat — winning by 5-3 on the Friday and 8-0 in the "Pusser's Rum Challenge" on the Saturday.

The evening's entertainment — including a disco and karaoke — took its toll and Sunday's "Hangover Challenge" completed the rout of the RN.

## Sport

# Second place Marchant breaks course record

PROMOTED by the East Anglia Veterans Time Trial Association on behalf of the RAFA, the Inter-Service 30-mile Time Trial was staged on a major dual carriageway course between Stowmarket and Bury St Edmunds.

The RAFA, true to form, fielded a large and strong team of 26 riders, to the Navy's four and Army's three. Representing the Senior Service were Sub-Lieut. David Lewis (Manadon), CPO Martin Ellis (DNR), CPO Mike Marchant (Sultan) and Cpl. Nick Harwood (CTCRM).

The event was won by Sgt D. Smith (RAF) in 1 hour 5 mins 42 secs. Marchant came second in 1.06.46; both riders breaking the course record as it stood on the day.

Harwood finished eighth, Lewis 31st and Ellis, who managed to go off course, 32nd. RAFA won the team competition.

Again promoted by the

RAFA, the Inter-Service 25-mile Time Trial and Team Time Trial followed an undulating course between Fakenham and Kings Lynn.

Again, too, the RAF was out in strength, with 32 riders to the Army's eight. The Navy struggled to find four, but did: Ellis, Marchant, CPO Jimmy Reid (Cochrane) and LS Bill Hewitt (Collingwood).

The RAF won the team event with Sgt Smith taking individual honours. His superb finishing time was 56.51.0. Marchant, suffering from a virus, had to settle for third (57.26.0).

Reid's worthwhile 13th place (1.02.07) augurs well for the future and Hewitt (1.02.17) rode well to finish two places

behind him. Ellis managed sixth in the veterans' competition with 1.13.38.

Held on the same course the following day, the team time trial was hampered by a strong wind on the return leg. The event sees teams of three working together, two riders taking shelter behind the rider in front. Normally a rider does about 20 yds at the front at a time.

RAFA had the fastest team (57.37), followed by the Army (1.00.05) and the Navy (1.01.04). In fact, the Navy team (Marchant, Reid and Hewitt) did well to finish third as the RAF had two other very strong teams riding.

## MAGNIFICENT DEFIANCE



AFTER just two seasons in the Plymouth and District Cricket League HMS Defiance has won the 2nd Div. championship and the Midland Bank Shield. Having played 18 games and won 15 of them, Defiance finished three points clear of the second placed team.

Team manager CPOWTR Paul Kendall-Jones and captain WTR Sopey Watson took over the running of the side after Defiance had to forfeit two consecutive games through inability to raise sides. From that moment they

played 15 league and cup matches and won the lot!

Said Paul: "Naturally the team are delighted with the progress from third to first division in consecutive seasons."

The team picture (above) was taken prior to the final of The Midland Bank Shield, in which HMS Defiance beat Tamar Valley by seven wickets. Standing (from left): Mr. B. Pinhey (umpire), CPO Harry Nicholson, Sopey Watson, Paul Kendall-Jones, LMEM Mick Cheshire, AB Smiley Miles and Mr. N. Franklin (umpire). Kneeling (from left): PO Wiggy Bennett, LSA Nigel Stokes, PO Winston Friskin, LWTR Andy Homer, PO Chris Kendrick and CPO Gold.

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## Sport



# IT'S MAKE OR BREAK TIME FOR MIDDLEWEIGHT MARK IN QUEST FOR SPANISH GOLD

## Gripping contest

INTER-Service rivalry was at its fiercest during an athletics meet at the Europa Stadium, Gibraltar. The face of LSTD Martin Barnes taking the strain for the Royal Navy in the tug-of-war says it all.

There were some excellent individual performances with two Senior Service representatives breaking local CS records — Andy Redfern with a discus throw of 33.9m and Sue Basson with a high jump of 1.43m.

Closely contested throughout, the competition finished with the RAF men's team and Royal Navy's women's team triumphant. Trophies were presented by the Governor of Gibraltar, Vice Admiral Sir Derek Reffell.

ROYAL Navy boxing was given another boost last month with the selection of Mne. Mark Edwards (RM Eastney) for the World Championships in Sydney, Australia, in November.

England is sending only five boxers to this testing event and the ABA Middleweight Champion could barely conceal his delight, saying "This is the news I wanted. It's my shot at getting an Olympic place and I'm going for it."

"I have to be in great shape as the whole world will be there with something to prove. This event is the toughest but the Olympics are for prestige."

Edwards' selection comes in an international season of mixed fortunes. In August against Poland he dropped a diabolical split decision against former European bronze medalist Robert Buda, a man he

hammered to a unanimous defeat in HMS Nelson at the England v Poland match in 1990.

"The decision went against me but he knew I'd beaten him," said Edwards. "It was more or less a repetition of the Nelson match although he caught me with a solid left hook."

The referee in Poland, Cdr. Rod Robertson, was amazed at how well Edwards accepted the decision, saying, "The verdict was appalling. I was very impressed at how well Mark took it. It goes to show what a class sportsman he is."

Four Servicemen represented England in Poland. Boxers were the Navy's Mark Edwards and the Army's Cpl. Neil McCallum, who won his contest. Former Navy coach Sgt Leo Toms (RM Poole) was Assistant National Coach to Mr Ian Irwin and Cdr. Robertson (FONA) was the English referee.

Navy coach CPOPT Tony Bevel starts work on another busy season this month with the first representative fixture against NW Counties at Liverpool on October 25.

He will be hoping that the numerous novice championships produce some interesting prospects, in the manner of Mne. Trevor French (42 Cdo) who reached last season's ABA finals.

French has received two calls to England squad training at Crystal Palace and the powerful welterweight is hoping for his call to international honours in the near future.

● The Royal Navy will box Devon and Cornwall at a charity boxing dinner in aid of the Commonwealth Games 1994 Appeal at the China Fleet Country Club, Saltash, on November 29. Tickets are £22.50 for members and £25 for non-members. Details from: Staff Recreation Office, HMS Drake ext. 65247 or 65349.

**TANZANIAN** Thomas Naali, Scotsman Allister Hutton and Soviet gold medalist Olga Bondarenko have all signed up for the diet Coke Great South Run in Portsmouth on October 13. But this is an event for all abilities. How to enter? Telephone the hotline, Portsmouth 834728.

## TRAFALGAR TROUNCE HERALD

HMS Trafalgar triumphed in the Fleet 6-a-Side Cricket Competition held at Keyham. CWEA Bill Buchanan led the boat to victory over teams from HMS London and HMS Trenchant before trouncing HMS Herald in the final, when the scoreboard read Herald 17 all out, Trafalgar 42 for 3 in 5 overs.

## Brickley bows out

HELD on home ground at HMS Temeraire, the 1991 Inter-Services Water Polo Championships were nevertheless disappointing for the Royal Navy squad.

After an intensive build-up, with matches against a number of the country's leading club teams, an excellent team spirit had developed under the guidance of coach Mike Glover and captain Lieut. Phil Walter (Northwood).

However, the pressures of the day affected the team's form, leading to slow starts in both games and failure to pull back early deficits.

Having seen the RAF beat the Army 11-6 in the opening game, the Navy took on the soldiers. Early chances to score were lost through poor shooting and after two quarters the RN were 6-2 down. They pulled back to 8-6, with goals through Second-Lieut. Brian Adcock RM and LAEA Neil Tait (Daedalus), but eventually lost 11-7.

The match against the RAF was CPOWEA Gary Brickley's final game before leaving the Service. He has been in the squad for eight years.

Again the team suffered from a poor start, failing to score vital goals despite creating numerous chances. Only inspired goalkeeping by Mid. Steve Etchells (Dartmouth) restricted the score to 6-2 after two quarters. The final two were evenly matched, with the RAF eventually winning 12-7.

● Player of the tournament for the Navy was CPOAEA Tony Atkinson (845 Naval Air Squadron).

## FIT AND BRONZED . . .



CPOPT Pete Crowley, the Navy's swimming coach, flew out to Gibraltar to help 26 Service personnel, dependants and teachers through the UK RLSS Pool Bronze Medallion Life Saving Course.

After the strenuous weekend course 23 of the candidates were passed by Mr George Toft, Royal Life Saving Society assessor. Pictured (left) are participants and instructors at the Gibraltar poolside.

● Closer to home, a RLSS National Pool Bronze course (Ref. D/NPTS/2/13 dated 8.2.91) will be held at HMS Temeraire, Burnaby Road, Portsmouth from November 18 to 21. The exam will be held the following day. All those interested should write to that address or contact CPOPT Crowley on PNB ext. 25912.

## Powering into the lead

**OSPREY** Privateer, owned and driven by Lieut.-Cdr. Rob Andrews and navigated by Cdr. Tim Williams, is presently leading the UK Offshore Boating Association's 2-litre Championship.

This despite failing to finish in the Cowes Classic Powerboat Race — Privateer had held third place for more than half the race when mechanical breakdown struck.

However, the 21ft. Class III boat was back together to clinch fourth at Folkestone and Tim and Rob were hoping for great things in the final race at Bournemouth.

The only RN personnel competing in offshore powerboat racing, they are grateful for support they've received this season from the Boscawen Sports Centre at HMS Osprey and the Sea Life Centre, Weymouth.





## Plymouth wins Command golf

IN THE most closely contested tournament for years Plymouth Command, rank outsiders, won the Inter-Command Match Play Championship at Hayling Golf Club for the first time since 1982, writes *Lieut.-Cdr. Roger Knight*.

Ably led by WO Phil Marriott (Defiance), they were undefeated, but star player was CK Stuart Huxtable (Broadsword), who won all his matches "batting" first. His reward — selection for the Inter-Services championships.

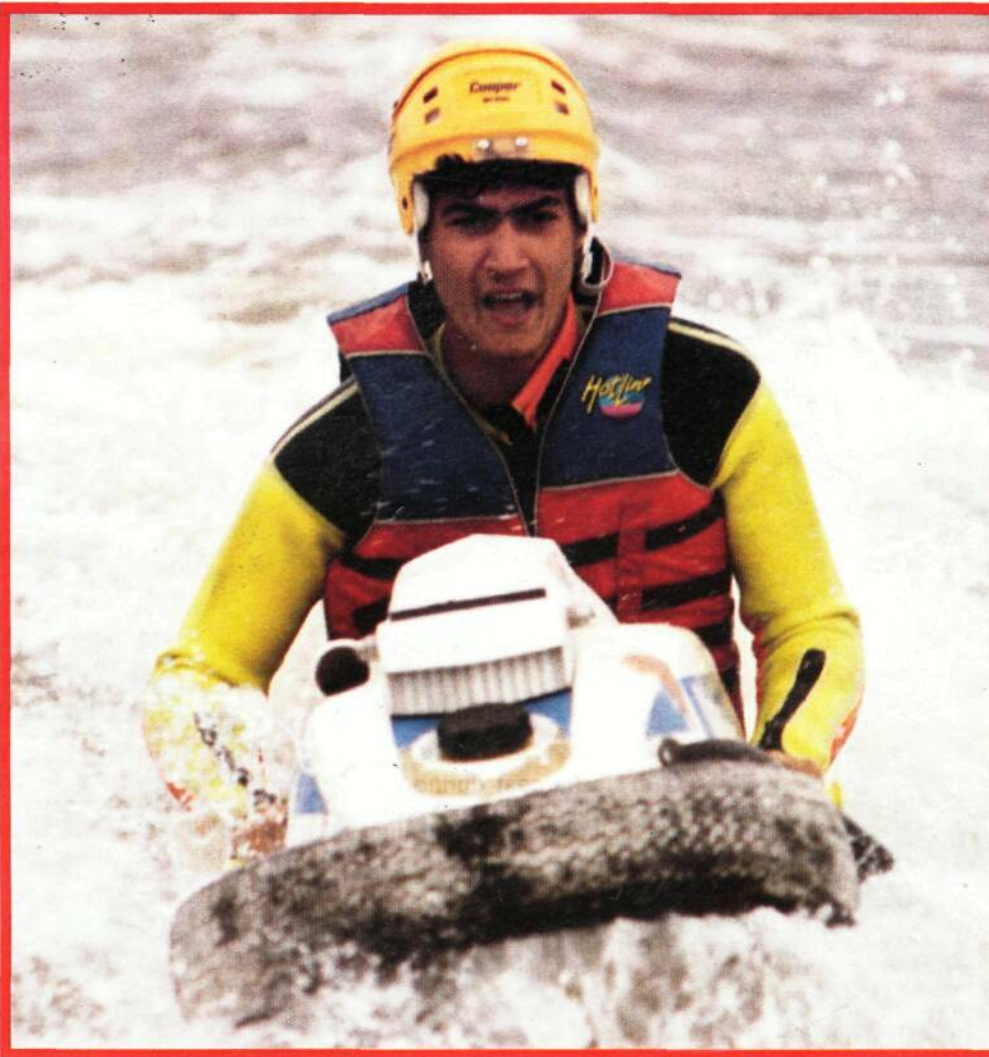
## ... Lambert keeps title

HELD at Meon Valley Golf Club, this year's Submarine Flotilla Golf Championships attracted 82 keen players, who enjoyed excellent weather and a first rate course.

In a close finish last year's gross champion, CPO Steve Lambert, retained his title by a single stroke from CPO Eddy Edwards. Handicap champion was Lieut. Andy Stewart and Eddy took the Stableford title.

There was no hole-in-one, so the prize, a decanter of Pusser's Rum — donated by suppliers Percy Fox, one of the sponsors — was raffled in aid of the RNLI.

Other sponsors included Courage, Imperial Tobacco and Strachen and Henshaw. Next year the tournament moves to the China Fleet Country Club.



## JET SET

ONE of two teams representing 800 Naval Air Squadron, based at RNAS Yeovilton, won an all-action "Run the Gauntlet" competition staged in aid of the National Life Saving Society and the Institute for the Brain Injured Child.

Battling against each other and the clock, 12 teams fought it out on jet skis and mountain and quad bikes and in canoes. Rifle and pistol shooting were also part of the programme.

The winning team comprised Lieut. Howard Brown, Mr Clive Tidball, LA Neil Cory and AEM Fred Vasse, who's pictured (left) during the jet ski event. The other Yeovilton team finished third.

The event took place at Woolavington Ride Jet Ski Park, near Bridgwater.

Picture: LA(Phot) Dave Trish

# Confidence booster repaid with gusto

WIMBLEDON saw the WRNS win the Inter Services Championships for the third successive year — but only by a hair's breadth!

After dominating the event for the previous two years, things boded ill for the WRNS when they showed a nil return at the close of the first round of singles. But from then on they suffered only one further defeat, despite coming perilously close on a couple of occasions.

Lieut.-Cdr. Carol Elliott, first string singles, led the way with a close but all-important victory over the WRAF No 1. She had not expected to win, and the resulting boost to her confidence on court ensured that she defeated the WRAC first string decisively, thus becoming in effect the Inter Services Champion for the second year in succession.

Meanwhile, the second and third strings, Lieut. Sarah Skidmore and Lieut. Trish Cunnison were also both victorious,

The third string, Trish Cunnison and Sub-Lieut. Nicky Spurgeon, took rather less time in beating the WRAC, and thus

## NN Tennis

bringing the WRNS tally for the first day to four matches.

However, the WRAF had also won four — so the tournament was still wide open. Day two and the doubles: these began with a real cliff-hanger on which, in the final analysis, the tournament result may have depended.

The WRNS second string, Lieut.-Cdr. Tracy Smith and LWREN Lisele Canty (WRNS Young Sportswoman of the Year), who had never partnered each other in a match before, beat the WRAF 7-5 in the third set after a match of fluctuating fortunes.

by lunchtime on the second day the WRNS were just in the lead, with six matches to the WRAF's 5 and the WRAC's 1.

The WRNS first string, Carol Elliott and Sarah Skidmore, then came up trumps, winning both their matches; Carol thus having won all her four matches — the first WRNS player to do so for at least 26 years.

By then overall victory was assured, the second string, despite their scratch partnership, having beaten the Army in yet another close three-setter. **Final result: WRNS 9 WRAF 8 and**

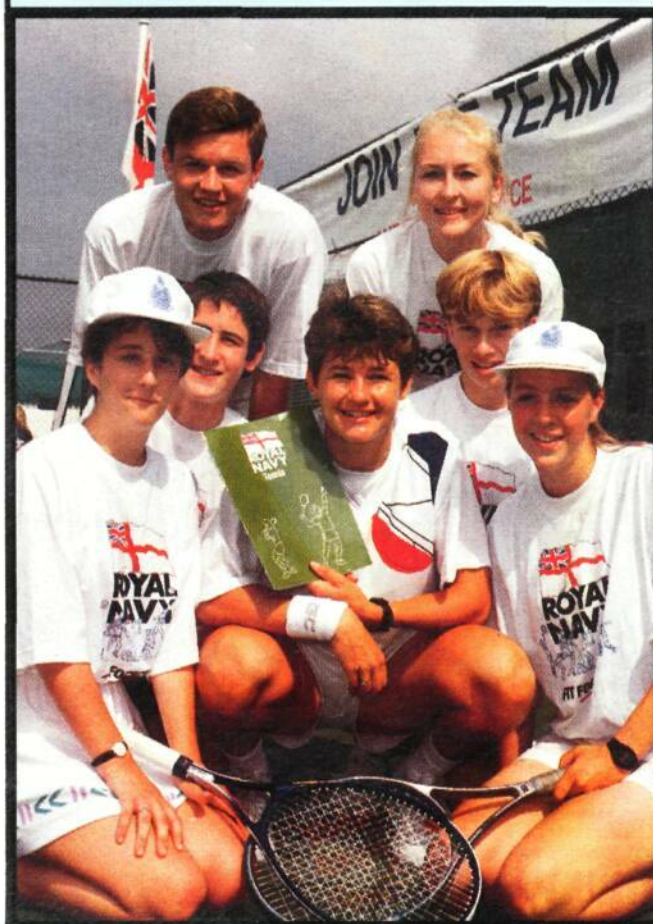
## WRAC 1.

A special feature at the Naval Air Command Tennis Championships this year was the ceremony to mark the retirement of CPO John Purdy after 35 years' service to NAC tennis.



John, serving in HMS Daedalus, was presented with a decanter and glasses by Command tennis secretary, Cdr. Joe Collicutt, at Lee-on-Solent Lawn Tennis and Squash Rackets Club.

## Courting recruits



Picture: PO(Phot) Stuart Antrobus

THE FEDERATION Cup International Tennis Tournament was chosen for the launch of the Royal Navy sponsored "Tennis" module, major new addition to the hugely successful RN Action Pack for the teaching of the GCSE PE curriculum.

Modules covering gymnastics, squash, basketball and rugby league are also available and this month swimming and hockey will be added. Cricket and netball modules are in the pipeline.

And there's no doubt the idea is a winner — over 85% of UK secondary schools have requested and received the Pack; raising the profile of the Royal Navy among the nation's 15 and 16-year-olds.

Pictured lending her support to the project is Clare Wood, of the British Tennis Team. Kneeling around her are pupils from Woodlands School, Derby, who were among the youngsters hosted by the RN during the Federation Cup tourney, and looking over their shoulders are RN tennis stars Lieut. Rob Reynolds and Lieut. Carol Elliott (see tennis match report).

# NAVY CANTERS AHEAD IN RUNDLE CUP

THE ANNUAL confrontation of Navy and Army polo saw the Navy extend her lead in Rundle Cup victories — 29 to 26 — with a 4-2 win in the 57th running of the competition at Tidworth in Wiltshire, writes *Surgeon-Lieut. Annalisa Jenkins*.

Having made the trip from Taunton, the Navy team was strengthened by the return to fitness of the Prince of Wales. Prince Charles is invited to captain the naval side just once a year for this keenly-fought cup.

Other members of the team were Capt. Robert Guy (CINCFLEET), Lieut.-Cdr. Richard Mason (Birmingham), Lieut.-Cdr. Phillip Barber (Cardiff) and Lieut. Simon Jenkins (Culdrose), who was reserve.

The match opened with a chukka of rather incohesive and scrappy play as both sides struggled to find their form. It was Robert Guy, playing in his 18th Cup

match, who opened the scoring by tapping the ball in from a melee by the goalmouth.

The Army levelled the score in the second chukka and their useful No 1, Lieut. Giles Fearn of the Queens Dragoon Guards put them ahead 2-1.

Prince Charles, the pivot man, courageously battling against obvious discomfort from his recent injury, began to make his presence felt and twice took the ball down the field at speed, scoring at the second attempt to bring the tally to 2-2.

The Navy side, well represented by supporters in good voice, gave the crowd an exciting third chukka with

increasingly aggressive play from the experienced Prince Charles and hard-hitting Richard Mason.

The Navy forged ahead 3-2 and during the last chukka The Prince of Wales scored the fourth and assured victory.

The day's events were sponsored for the third and final year by city outfitters and naval polo sponsors Ede and Ravenscroft. Prizes were presented by ex-King Constantine of Greece.

Right: Prince Charles retook his place at the head of the RN polo team for the Rundle Cup competition. Injury had kept him away last year.





## FOSM AWARD

THE crew of HMS Resolution (Starboard) received the Commander-in-Chief Fleet's commendation from Flag Officer Submarines (Vice-Admiral Sir John Coward) in recognition of their record-breaking 108-day patrol completed this summer.

Meanwhile, HMS Revenge (Starboard) crew have been awarded the Submarine Flotilla Electronic Warfare Trophy (Nuclear).

## Illustrious in refit

AFTER nine years in service with the Royal Navy, HMS Illustrious has started her first refit, a project planned to take about two-and-a-half years.

The work at Devonport will include installation of a steeper flight-deck ramp up to the same level as sister ships HMS Ark Royal and Invincible.

It will also provide improved aviation facilities for the Sea Harrier FRS2 and Sea King Mark 6; replacement of the Vulcan Phalanx close-in weapon system with the Goalkeeper system; and improvements to the command system, communications, sensors and self-defence capability.

# Streamlined force held in reserve

THE 20 per cent planned reduction in RNR strength reported last month involves placing two River class minesweepers in reserve, closure of four Communications Training Centres and the disbanding of 11 branches.

But the RNR says its general role remains unchanged, and the guiding principle has been to retain roles appropriate to its expected future tasks and meet commitments by retaining units which provide Reserve manpower at least per capita cost.

Detailed consideration of both unit and branch structure has led to the following conclusions, to be implemented by March 31 next year:

- Reduce the capacity of two Sea Training Centres (STCs) — HMS Camperdown and HMS President — by placing two River class minesweepers in reserve.

- Close four Communications Training Centres (CTCs) — HMS Hallam, Paragon, Palatine and Essex.

- Disband 11 RNR branches — Chaplain, Dentist, Dental Support Assistant, Degaussing, Instructor Officer, Plot Officer, Regulating, Security Officer, Steward, Postal and Diving.

- Reduce the bearing of officers in the ME, WE, S and S, Intelligence and Communications branches by 50 per cent.

- Reduce the bearing of Commanders and Captains by 48 per cent (current bearing 143).

- Restrict individual Reservist annual training to 25 days Continuous training, 15 days Non-Continuous training and 50 drills.

"Some of the less cost-effective minor roles have been terminated," says the RNR. "In

# Duke takes the salute



ONE of the new Duke class Type 23 frigates, HMS Lancaster gets a welcome from a Sea King Mark 6 as she undergoes sea trials off the west coast of Scotland, sporting the Red Duster and a Yarrow's pennant. She is due to be accepted into RN service in mid-November.

The Sea King was from 819 Squadron at HMS Gannet.

Picture: LA(Phot) Karl Webb.

## SUPERB MOVE

AFTER a protracted maintenance period and DED, HM submarine Superb sailed from Devonport to join the Third Submarine Squadron in Scotland. Changing base ports in mid-August, she follows HM submarines Sceptre and Spartan in the move of the S-class to Faslane.

Although not originally programmed to transfer until completion of her next refit, the implications of "Options for Change" on the submarines HMS Warspite and Conqueror made the early move necessary. The short-notice change of base port has caused some harmony problems but these are being overcome as Faslane volunteers join, notably from the Conqueror and Warspite.

The Superb move came after a successful DED in Devonport's North Lock complex, which saw a number of enhancements to the equipment fit and a massive work package of mechanical tasks.

In addition to the complex maintenance routines involving reactor systems, the ME department assisted with changing or refurbishing in situ many items of machinery normally only replaced at refit. Fitting of Oasis 4, coupled with the change of 5,000 items of naval stores, meant that the Supply Department also had a busy time.

Just before the move to Scotland the Superb, commanded by Cdr. Peter Wilkinson carried out sea trials, and her immediate programme includes completion of work-up.

## MERLIN MAGIC

● From page one

the carrier Mr. King said, "Merlin will be a key element of the Royal Navy's anti-submarine and anti-surface warfare forces well into the next century".

It has also been announced that Ferranti-Thomson Sonar Systems has won a competition to supply the active dipping sonar (ADS) equipment for the Merlin. The contract will be worth up to £100 million.

● About 100 exhibitors representing about 200 companies attended this year's RNEE, the last to be held in Portsmouth. Naval personnel were involved in the staging of the exhibition which took place on Whale Island. In Portsmouth Guildhall Square a colourful display for exhibition delegates included mast manning by a 35-strong team of apprentices and trainees from HMS Daedalus. For the first time Wrens have joined the team this year, with six taking part in the Portsmouth display.

these instances steps will be taken to ensure the continued provision of manpower by regeneration of capability from the ex-regular reserves in the expected increased warning time or through reliance upon the Army.

"Although these measures may appear severe, and the Communications' strength is certainly expected to fall, it is hoped that the impact of the latter development will be limited since the CTCs selected for closure are within relatively easy travelling distance of another CTC or STC.

"Similarly, the functions performed by the 11 branches to be disbanded are skills that exist in the regular RN and ex-regular forces and we are satisfied there will be sufficient forces to meet our projected needs in wartime."

The reduction of officers was

regarded as "a good house-keeping exercise, designed to remedy the fact that, over the last few years, as a result of the expansion programme, the structure of the RNR has become top heavy." The Service would maintain sufficient offi-

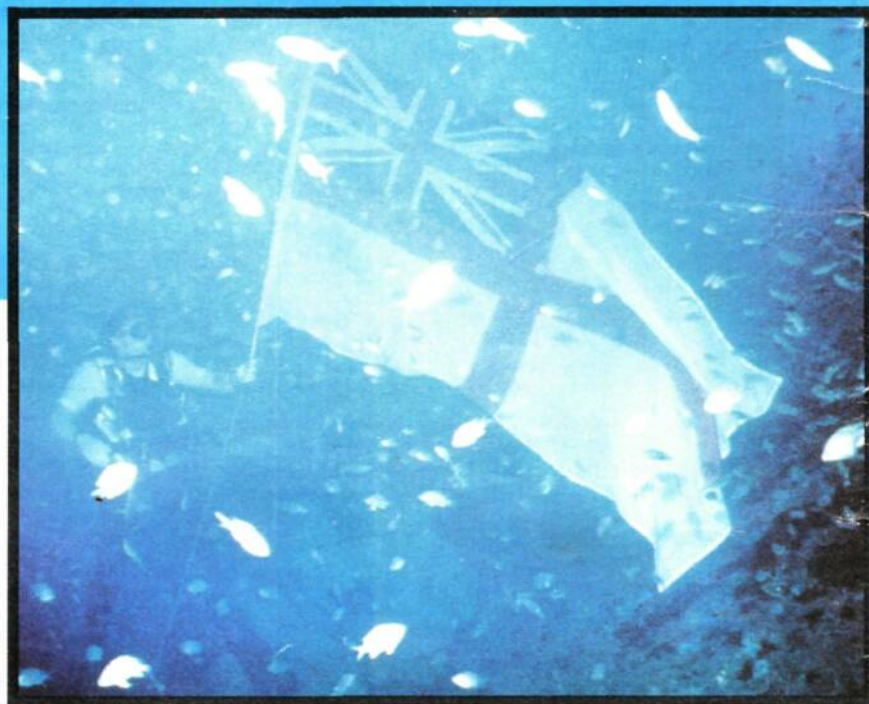
cers to meet the wartime role.

"The Government envisages that the RNR of the future will comprise well-trained individuals who identify closely with their war role. Regrettably some members of the RNR will be obliged to leave the Service but, where possible, RNR members affected will be given the opportunity to transfer to another branch or unit."

## Divers honour war dead

AB Jonathan Stewart, crew member of the Polaris submarine HMS Repulse, secures a White Ensign to the wreck of the battleship HMS Repulse, sunk off the coast of Malaya, along with the battleship HMS Prince of Wales, during the Second World War.

Jonathan was a member of a Service diving team laying ensigns and wreaths on the two mighty wrecks as a tribute to the 1,200 sailors who died when their ships were attacked by Japanese aircraft, 50 years ago.



## Kedleston to the rescue

AN impressive finale to HMS Kedleston's 36-year career with the Royal Navy has included rescuing four fishermen from their blazing trawler in the Irish Sea after earlier preventing the sinking of another trawler.

The minehunter was the first on the scene after picking up distress signals from the blazing trawler Aran Lass, 25 miles south west of the Isle of Man. Helicopters, lifeboats and a Nimrod aircraft stood by as Navy personnel fought for several hours to save the burning boat.

Earlier the minehunter had diverted from passage to Cambletown to help the fishing vessel Girl Sharon which had broken down and was taking in water 15 miles south of Kilkeel. The Kedleston took control of the operation, assisted by two lifeboats and the fishing vessel Girl Lynn.

A three-man salvage team — the first

lieutenant, Lieut. B.D. Taylor, POMEM D.C. Jones and MEM(L) R.W. McNee, boarded the distressed vessel to find it had taken on a large amount of water causing the engine to stop and the electric bilge pump to fail.

Using the Kedleston's Hathaway pump, they pumped out the water, repaired the bilge pump and remained on board while the Girl Lynn towed the vessel to the safety of Kilkeel harbour.

● One of the last remaining Tons, the Kedleston — with a varied career of MCM, patrol and fishery protection work behind her — was decommissioning at Portsmouth at the end of September and now goes to scrap.

## Invincible's Vendetta

HMS Invincible and a number of other RN ships took part in Exercise Vendetta in the North Atlantic and North Sea in early September.

This was followed by Exercise North Star, in which about 50 ships and 200 aircraft of six NATO countries participated.

A Sea King helicopter from 814 Squadron, operating from the Invincible, made a "controlled ditching" in rough weather 40 miles west of the Shetland Islands and the crew were rescued uninjured by another helicopter. The ditched Sea King sank, but was later located at a depth of 134 metres and raised in a salvage operation.

